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GOVERNMENTS**Main Office**818 West Seventh Street
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Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Tom Young, Port Hueneme

Orange County Transportation Authority: Leo Gomez, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

11.19.06

No. 484

MEETING OF THE

REGIONAL COUNCIL

NOTE CHANGE IN MEETING TIME

Thursday, April 5, 2007

12:15 p.m. – 1:30 p.m.

SCAG Offices

818 West 7th Street, 12th Floor

Conference Room San Bernardino

Los Angeles, CA 90017

213.236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Shelia Stewart at 213.236.1868 or stewart@scag.ca.gov

Agendas and Minutes for the Regional Council are also available at:

www.scag.ca.gov/committees/rc.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

REGIONAL COUNCIL

AGENDA

PAGE #

TIME

"Any item listed on the agenda (action or information) may be acted upon at the discretion of the committee"

1.0 **CALL TO ORDER & PLEDGE OF ALLEGIANCE** Hon. Yvonne Burke, President

2.0 **PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a speaker's card to the Executive Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The President may limit the total time for all comments to twenty minutes.

3.0 **CONSENT CALENDAR**

3.1 **Approval Items**

3.1.1	<u>Minutes of March 1, 2007 Meeting</u> Attachment	1
3.1.2	<u>Contracts over \$250,000</u> Attachment	8
3.1.3	<u>Letter of Support for SCR 16 Gary Moon Memorial Highway Designation</u> Attachment	15
3.1.4	<u>Final Deadline to accept Delegation Agreement: Regional Housing Needs Assessment</u> Attachment	20

3.2 **Receive & File**

3.2.1	<u>Contracts/Purchase Orders and MOUs between \$5,000 - \$250,000</u> Attachment	21
3.2.2	<u>CFO Monthly Financial Report for February 2007</u> Attachment	22
3.2.3	<u>2007 State and Federal Legislation Matrix</u> Attachment	35
3.2.4	<u>SCAG's Sacramento Legislative Day Overview</u> Attachment	64



REGIONAL COUNCIL

AGENDA

	PAGE #	TIME
4.0 <u>PRESIDENT'S REPORT</u>		
4.1 <u>Committee Appointments</u>		
4.2 <u>Report on Consensus Trip Attachment</u>	65	
5.0 <u>EXECUTIVE DIRECTOR'S REPORT</u>		
5.1 <u>Report from the Executive Director</u>		
5.2 <u>Discussion of Transportation Funding from America 2050 ASHTO Attachment</u>	73	
5.3 <u>Report on March 9, 2007 Economic Conference Attachment</u>	86	John Husing V.P. Economic & Politics
6.0 <u>NOMINATING COMMITTEE REPORT</u>		Hon. Yvonne Burke, Chair
6.1 <u>Nomination of President, 1st and 2nd Vice Presidents</u>		
Recommended Action: Approve candidates nominated by the Nominating Committee as follows: Gary Ovitt as President; Richard Dixon as 1 st Vice President; and Harry Baldwin as 2 nd Vice President. Election to occur at the May meeting.		
7.0 <u>ACTION ITEMS</u>		
7.1 <u>Administration Committee Report</u>		Hon. Toni Young, Chair
7.1.1 <u>Applications for US DOT Urban Partnership Agreement, Value Pricing Pilot Program Intelligent Transportation System Program Attachment</u>	87	
Recommended Action: Authorize to apply and accept if awarded.		

REGIONAL COUNCIL

AGENDA

	PAGE #	TIME
<u>Administration Committee Report – Cont'd</u>		
7.1.2 <u>Appointment of Chair of Administration Committee to serve as Director of California Joint Powers Insurance Authority (CJPIA) Attachment</u>	90	
Recommended Action: Appoint Chair to CJPIA's Board of Directors and appoint CFO as the Designated Alternate.		
7.2 <u>Energy & Environment Committee (EEC) Report</u>		Hon. Dennis Washburn, Chair
7.3 <u>Transportation & Communications Committee (TCC) Report</u>		Hon. Harry Baldwin, Chair
7.3.1 <u>Formation, Membership and Functions of Southwest Alliance Attachment</u>	91	
Recommended Action: Approve name, structure, action plan and funding for the Southwest Alliance.		
7.3.2 <u>Administrative Amendment to the 2006 RTIP per SAFETEA-LU Attachment</u>	95	
Staff will present the proposed Administrative Amendment which Addresses the programs compliance with SAFETEA-LU		
Recommended Action: Approve		

REGIONAL COUNCIL

AGENDA

- | | | <i>PAGE #</i> | <i>TIME</i> |
|-------|---|---------------------------------|-------------|
| 7.4 | <u>Community, Economic & Human Development Committee (CEHD) Report</u> | Hon. Jon Edney
Chair | |
| 7.4.1 | <u>SB 12 Regional Housing Needs Assessment (RHNA) Pilot Program Status Report Attachment</u> | | 139 |
| | Recommended Action: Approve the report for submittal to the State Legislature. | | |
| 7.5 | <u>Communications & Membership Subcommittee Report</u> | Hon. Glen Becerra, Chair | |
| 7.5.1 | <u>Update on the 2007 General Assembly</u> | | |
| 7.5.2 | <u>Update on Leadership Academy</u> | | |
| 8.0 | <u>FUTURE AGENDA ITEMS</u> | | |
| | Any committee member desiring to place items on a future agenda may make such request. | | |
| 9.0 | <u>ANNOUNCEMENTS</u> | | |
| 10.0 | <u>ADJOURNMENT</u> | | |
| | The next meeting of the Regional Council is scheduled for May 3, 2007 at the Biltmore Hotel downtown Los Angeles. | | |

NO. 485
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
March 1, 2007
MINUTES

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Regional Council (RC) of the Southern California Association of Governments held its meeting at SCAG offices in Los Angeles. The meeting was called to order by Immediate Past President Toni Young, City of Port Hueneme. There was a quorum.

Members Present

Hon. Toni Young, Port Hueneme, Immediate Past President	District 45
Hon. Chris Norby, Orange County	
Hon. Jon Edney, El Centro	District 1
Hon. Greg Pettis, Cathedral City	District 2
Hon. Ron Loveridge, Riverside	District 4
Hon. Bonnie Flickinger, Moreno Valley	District 3
Hon. Lee Ann Garcia, Grand Terrace	District 6
Hon. Deborah Robertson	District 8
Hon. Paul Eaton, Montclair	District 9
Hon. Alan Wapner, Ontario	District 10
Hon. Lawrence Dale, Barstow	District 11
Hon. Leslie Daigle, Newport Beach	District 14
Hon. Lou Bone, Tustin	District 17
Hon. Christine Barnes, La Palma	District 18
Hon. John Beauman, Brea	District 22
Hon. Gene Daniels, Paramount	District 24
Hon. David Gafin, Downey	District 25
Hon. Stan Carroll, La Habra Heights	District 31
Hon. Margaret Clark, Rosemead	District 32
Hon. Keith Hanks, Azusa	District 33
Hon. Barbara Messina, Alhambra	District 34
Hon. Mike Ten, South Pasadena	District 36
Hon. Tom Sykes, Walnut	District 37
Hon. Paula Lantz, Pomona	District 38
Hon. Paul Nowatka, Torrance	District 39
Hon. Jim Aldinger, Manhattan Beach	District 40
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Dennis Washburn, Calabasas	District 44
Hon. Glen Becerra, Simi Valley	District 46
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Dennis Zine, Los Angeles	District 50

Hon. Bernard Parks, Los Angeles	District 55
Hon. Greig Smith, Los Angeles	District 59
Hon. Debbie Cook, Huntington Beach	District 64
Hon. Tim Jasper, Apple Valley	District 65
Hon. Keith Millhouse, Moorpark	VCTC

Members Not Present

Hon. Yvonne B. Burke, President, Los Angeles County	
Hon. Richard Dixon, Lake Forest, 2 nd Vice President	District 13
Hon. Gary Ovitt, 1st Vice President, San Bernardino County	
Hon. Jeff Stone, Riverside County	
Hon. Victor Carrillo, Imperial Valley	
Hon. Zev Yaroslavsky, LA County	
Hon. Ron Roberts, Temecula	District 5
Hon. Larry McCallon, Highland	District 7
Hon. Paul Glabb, Laguna Niguel	District 12
Hon. Robert Hernandez, Anaheim	District 19
Hon. Art Brown, Buena Park	District 21
Hon. Isadore Hall, Compton	District 26
Hon. Frank Gurule, Cudahy	District 27
Hon. Judy Dunlap, Inglewood	District 28
Hon. Rae Gabelich, Long Beach	District 29
Hon. Tonia Reyes-Uranga, Long Beach	District 30
Hon. Harry Baldwin, San Gabriel	District 35
Hon. Todd Campbell, Burbank	District 42
Hon. Mike Dispenza, Palmdale	District 43
Hon. Ed Reyes, Los Angeles	District 48
Hon. Wendy Greuel, Los Angeles	District 49
Hon. Tom LaBonge, Los Angeles	District 51
Hon. Jack Weiss, Los Angeles	District 52
Hon. Tony Cardenas, Los Angeles	District 53
Hon. Alex Padilla, Los Angeles	District 54
Hon. Jan Perry, Los Angeles	District 56
Hon. Herb Wesson, Los Angeles	District 57
Hon. Bill Rosendahl, Los Angeles	District 58
Hon. Eric Garcetti, Los Angeles	District 60
Hon. Jose Huizar, Jr., Los Angeles	District 61
Hon. Janice Hahn, Los Angeles	District 62
Hon. Thomas Buckley, Lake Elsinore	District 63
Hon. Antonio Villariagosa, Los Angeles	At-Large
Hon. Andy Masiel, TASIN	
Hon. Robin Lowe, Hemet	RCTC

Staff Present

Mark Pisano, Executive Director
Wayne Moore, Chief Financial Officer
Colin Lennard, General Counsel

Staff Present – Cont’d

Joanna Africa, Interim Chief Counsel
Hasan Ikhata, Director, Planning & Policy
Keith Killough, Director, Information Services
Shelia Stewart, Executive Assistant

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Led by Immediate Past President Toni Young.

2.0 PUBLIC COMMENT PERIOD

Comments were presented by Zuma Dog, L.A. Weekly.

3.0 CONSENT CALENDAR

Motion was made (Becerra) to approve the consent calendar. Motion was SECONDED (Sykes). There were no OBJECTIONS. The motion passed UNANIMOUSLY.

3.1 Approval Items

3.1.1 Minutes of February 1, 2007 Meeting

3.1.2 Resolution for the use of Facsimile Signature Processing by Bank of the West

3.1.3 Amendment to I-710 (South) EIR/EIS MOU

3.1.4 Authorization to Apply for FHWA Grants Administered by Caltrans

3.1.5 Disadvantage Business Enterprise (DBE) Race-Neutral Implementation Agreement

3.1.6 2007 Aviation Summit

3.2 Receive & File

3.2.1 Contracts/Purchase Orders and MOUs between \$5,000 - \$250,000

3.2.2 FY 2006 Single Audit Report

3.2.3 CFO Monthly Financial Report for January 2007

3.2.4 2007 State and Federal Legislation Matrix

4.0 PRESIDENT'S REPORT

4.1 Committee Appointments

Hon. Paula Lantz, was appointed to the Personnel Committee and Hon. Yvonne Burke, was appointed as Chair of the Nominating Committee.

4.2 Presentation on the Use of Plastics

Stephanie Barger, Executive Director Earth Resource Foundation provided a presentation entitled "The Plastic Population Explosion – What is it doing to your city?"

5.0 EXECUTIVE DIRECTOR'S REPORT

5.1 Report from the Executive Director

Mark Pisano's written report was sent via email to the Regional Council. No oral report was given.

6.0 BYLAWS & RESOLUTION COMMITTEE REPORT

6.1 Report from Subcommittee Meeting Day Schedule

Hon. Toni Young reported that the Meeting Day Schedule Subcommittee met and discussed revising the meeting day schedule for the SCAG monthly meetings. The Subcommittee recommended approval of the following schedule:

Administration Committee 8:30 – 9:00 a.m.; The Community, Economic and Human Development Committee; the Energy & Environment Committee (EEC); the Transportation and Communications Committee 9:00 – 11:30 a.m.; and the Regional Council from 11:45 a.m. – 1:15 p.m.

Motion was made (Young) approving the meeting day schedule. Motion was SECONDED (Bone). There were no OBJECTIONS. The motion passed UNANIMOUSLY.

6.2 Report from Bylaws & Resolution Committee

Hon. Toni Young reported that the Bylaws and Resolution Committee took actions on various items as outlined in the written report. One of the items included a request to consider a resolution entitled, "Consideration of Resolution Barring the Hiring of Former Board Members from Employment with SCAG". She stated that resolution seeks to prohibit SCAG from employing former elected officials within four years of leaving public office. Colin Lennard, General Counsel, gave a brief report on the legal implications surrounding this issue. Chair Young made a motion to approve the recommendation by the Bylaws and Resolution Committee and this was seconded by Councilmember Lou Bone.

After a lengthy discussion, Supervisor Norby offered a substitute motion recommending that the prohibition from hiring former elected officials be one year instead of four years after leaving public office. The substitute motion was seconded (Pettis). There were no OBJECTIONS. The motion passed UNANIMOUSLY. The resolution will be forwarded to the General Assembly for consideration.

There was also discussion regarding other matters recommended by the Bylaws Committee, including a proposal to move procedural provisions in the current Bylaws to a separate policy manual. Those will also be forwarded to the General Assembly.

7.0 ACTION ITEMS

7.1 Energy & Environment Committee (EEC) Report

7.1.1 Addendum to the 2004 RTP PEIR for the Administrative Amendment (Gap Analysis)

Motion was made (Washburn) to approve the Addendum to the 2004 RTP PEIR for the Administrative Amendment. Motion was seconded (Becerra). There were no OBJECTIONS. The motion passed UNANIMOUSLY.

7.1.2 Caltrans Riverside HOV TCM Replacement

Motion was made (Washburn) to approve the Caltrans Riverside HOV TCM Replacement. Motion was seconded (Becerra). There were no OBJECTIONS. The motion passed UNANIMOUSLY.

8.1 Transportation & Communications Committee (TCC) Report

8.1.1 Administrative Amendment (Gap Analysis) to the 2004 RTP

Motion was made (Wapner) to approve the Administrative Amendment and waive reading and adopt Resolution #07-485-2. Motion was seconded (Bone). There were no OBJECTIONS. The motion passed UNANIMOUSLY.

8.1.2 Public Participation Plan

Motion was made (Washburn) to approve the Public Participation Plan. Motion was seconded (Bone). There were no OBJECTIONS. The motion passed UNANIMOUSLY.

8.1.2 Additional Comments to the Southern California Regional Airport Authority (SCRAA)

Motion was made (Wapner) to approve additional comments to the SCRAA. Motion was seconded (Bone). There were no OBJECTIONS. The motion passed UNANIMOUSLY.

8.2 Administration Committee Report

8.2.1 FY 2007/2008 Comprehensive Budget

Motion was made (Young) approving the FY 2007-08 Comprehensive Budget. Motion was seconded (Bone). There were no OBJECTIONS. The motion passed UNANIMOUSLY.

8.2.2 RHNA Budget Report Update

Motion was made (Washburn) to approve additional funding for the RHNA Project. Motion was seconded (Bone). There were no OBJECTIONS. The motion passed UNANIMOUSLY.

8.3 Personnel Committee Report

8.3.1 Results of Classification Study

Motion was made (Eaton) to approve classification levels and salary ranges for Finance and Modeling. Motion was seconded (Washburn). There were no OBJECTIONS. The motion passed UNANIMOUSLY.

8.4 Community, Economic & Human Development Committee (CEHD) Report

There was nothing to report due to lack of a quorum.

8.5 Communications & Membership Subcommittee Report

8.5.1 2007 General Assembly

Councilmember Becerra gave a brief status report on the 2007 General Assembly which will be held at the Biltmore Hotel downtown Los Angeles.

Regional Leadership Academy Class of 2007

Councilmember Becerra announced that the first leadership academy class will be held on March 16th and 17th (Friday and Saturday) on the campus of USC. Class members will receive details shortly from the consultant team providing the training.

Regional Leadership Academy Class of 2007 – Continued

He stated there are only a few spaces available, therefore this is the last opportunity to apply. Interested members should contact Barbara Dove.

9.0 INFORMATION ITEMS

9.1 Update on 2007 Air Quality Management Plan (AQMP) for South Coast Air Basin

Jonathan Nadler, SCAG staff, reported that the AQMD released the Draft Air Quality Management Plan in October 2006 which included the attainment demonstrations for PM 2.5 (attainment date of 2015) and 8-hour ozone (attainment date 2023). The Draft AQMP included AQMD's suggested control measures for implementation by the California Air Resources Board (ARB) for sources under ARB's jurisdiction. ARB released the draft State strategy in January, which does not include the additional control measures as suggested by AQMD. ARB's analysis of feasible control measures indicates that the PM 2.5 standard will not be attained until approximately 2020.

Considering the difficulty of developing a feasible strategy for PM 2.5, Mr. Nadler reported that ARB has indicated that they will submit the PM 2.5 plan in April 2008 as required by law, as opposed to submitting it as an integrated plan with the 8-hour ozone plan which is due in June 2007 as suggested by AQMD. There have been discussions of conflict resolution and study sessions between the ARB and AQMD, but it is very late in the AQMP process to not have an agreement. However, the PM 2.5 issue presents an opportunity for SCAG's goods movement program, and the potential for a paradigm policy shift for moving goods in the region.

10.0 FUTURE AGENDA ITEMS

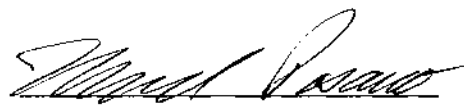
Councilmember Washburn requested discussions on the Bond measures including Prop 1A- E. There was also a request for staff to look into not using single plastic containers for lunch.

11.0 ANNOUNCEMENTS

There were no announcements.

12.0 ADJOURNMENT

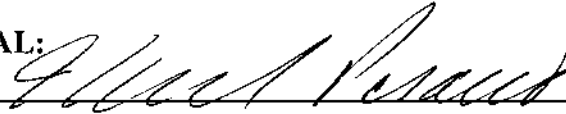
There being no further business the meeting adjourned. The next meeting of the Regional Council is scheduled for April 5, 2007 at SCAG offices downtown Los Angeles.


Mark Pisano, Executive Director

REPORT

DATE: April 5, 2007
TO: Administration Committee and Regional Council
FROM: Leyton Morgan, Manager of Contracts
SUBJECT: Contracts Over \$250,000

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve

BACKGROUND:

Carter & Burgess, Inc.
Perform detailed field survey of the Region's highway system

\$499,995

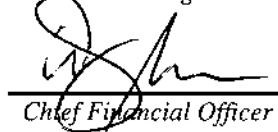
FISCAL IMPACT:

The cost associated with this project are captured in Work Element Number 07-070.SCGC02.

Reviewed by:


Division Manager

Reviewed by:


Chief Financial Officer

CONSULTANT CONTRACT

Consultant: Carter & Burgess, Inc.

Scope: The purpose of this project is to develop a detailed highway inventory based on a Geographic Information System (GIS) approach for use in the regional and subregional modeling process. The Consultant will perform a detailed field survey of the Region's highway system. Existing city and Caltrans data will also be incorporated into the database. The goal of the study is to create a highway attribute database needed to calculate model speeds and capacities. Key highway attributes include: functional classification, number of lanes by time period, link distance, posted speeds, median type, directionality (one-way and two-way streets), on-street parking allowed or restricted, truck prohibitions, and intersection control type. The Inventory is composed of two major components: (1) an underlying GIS digital street network, and (2) a detailed database describing each highway segment and intersection.

Contract Amount:	Total not to exceed	\$499,995
	Carter & Burgess, Inc (prime)	\$428,195
	Field Data Services (subcontractor)	\$ 71,800
Contract Period:	March 1, 2007 through June 30, 2008	

Work Element:	07-070.SCGC02	\$499,995	Funding Sources: Consolidated Planning Grant – FHWA
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Request for Proposal: Notification of RFP 07-049 was e-mailed to 447 consultants and was posted on The Urban Transportation Monitor's website (lawleypublications.com), American Planning Association's website, and SCAG's bid management website. A total of 38 firms downloaded the RFP. The following consultant(s) responded to the Regional Highway Inventory Update Request for Proposal:

Carter & Burgess, Inc. (1 subcontractor)	\$499,995
Parsons Brinckerhoff (PBQ&D) (3 subcontractors)	\$499,999
Wilbur Smith Associates (2 subcontractors)	\$499,660

Selection Process: The Proposal Review Committee (PRC) evaluated all three proposals in accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with the three consulting firms.

The PRC was comprised of the following individuals:

Michael Ainsworth, Lead Modeling Analyst, SCAG
Guoxiong Huang, Lead Modeling Analyst, SCAG
Steve Smith, Principal Transportation Analyst, SANBAG
Tony Van Haagen, Senior Planner, Caltrans District 7
Paul Burke, Transportation Manager 4, MTA

Basis for Selection:

The PRC recommends Carter Burgess for the contract award because of this firm's experience in performing similar assignments and Carter & Burgess' firm commitment to fulfill the expectations set forth in the Scope of Work. Carter & Burgess will complete the demanding work tasks within a very limited budget and have committed to delivering the Highway Inventory by June 30, 2008.

Carter & Burgess' proposal and interview demonstrated an excellent project understanding. They were the only firm with direct experience gathering highway attribute data in the field. They recently successfully completed a similar inventory project for the Phoenix area MPO. They are able to reduce project costs by applying computer programs and techniques developed for their earlier survey efforts, ie – the Phoenix Project. In addition, Carter & Burgess' Project Manager has the most direct experience in leading this type of survey effort and demonstrated a good understanding of both the technical and administrative challenges presented by this project.

All three consultant teams stated that the budget was very tight given the magnitude of the effort. Carter & Burgess was the only firm that provided a strong commitment that if needed, would drive the entire Regional major street system to gather the attribute data. Their data gathering procedures and database management system were much more advanced than the other bidders. Their proposal also effectively utilized GIS to warehouse and display the data. Carter Burgess has developed specialized computer programs and utilizes specially outfitted vehicles that automate the data gathering process. In addition, they have offered to create a photo log of the Region's major highways. They also demonstrated a good understanding of the principles of traffic engineering, intersection delay, and the speed/capacity relationship used in the transportation model.

All of the bidders proposed similar contract amounts and schedules. The PRC believes that Carter & Burgess has the best overall project understanding, is very experienced in conducting this type of survey, and will provide a best overall value to SCAG due to their proven track record of providing quality work.

SCAG CONFLICT OF INTEREST FORM

RFP No. 07-049

SECTION I: INSTRUCTIONS

All persons or firms seeking Federal funded contracts must complete and submit a SCAG Conflict of Interest Form along with the proposal. This requirement also applies to any proposed sub-consultant(s). Failure to comply with this requirement may cause your proposal to be declared non-responsive.

In order to answer the questions contained in this form, please review SCAG's Conflict of Interest Policy, the list of SCAG employees, and the list of SCAG's Regional Council members. All three documents can be viewed online at www.scag.ca.gov. The SCAG Conflict of Interest Policy is located under "Doing Business with SCAG," whereas the SCAG staff and Regional Council member lists can be found under "About SCAG."

Any questions regarding the information required to be disclosed in this form should be directed to Justine Block, SCAG Deputy Legal Counsel.

Name of Firm: Carter & Burgess, Inc.

Name of Preparer: Bruce Russell

Project Title: Regional Highway Inventory Update

RFP Number: RFP No. 07-049

Date Submitted: October 18, 2006

SECTION II: QUESTIONS

- During the last twelve (12) months, has your firm provided a source of income to employees of SCAG or members of the SCAG Regional Council, or have any employees or Regional Council members held any investment (including real property) in your firm?

☐ YES ☒ NO

If "yes," please list the names of those SCAG employees and/or SCAG Regional Council members and the nature of the financial interest:

Name	Nature of Financial Interest
_____	_____
_____	_____
_____	_____
_____	_____

2. Have you or any members of your firm been an employee of SCAG or served as a member of the SCAG Regional Council within the last twelve (12) months?

☐ YES ☒ NO

If "yes," please list name, position, and dates of service:

Name	Position	Dates of Service
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Are you or any managers, partners, or officers of your firm related by blood or marriage/domestic partnership to an employee of SCAG or member of the SCAG Regional Council that is considering your proposal?

☐ YES ☒ NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

4. Does an employee of SCAG or a member of the SCAG Regional Council hold a position at your firm as a director, officer, partner, trustee, employee, or any position of management?

☐ YES ☒ NO

If "yes," please list name and the nature of the relationship:

Name	Relationship
_____	_____
_____	_____
_____	_____
_____	_____

5. Have you or any managers, partners, or officers of your firm ever given (directly or indirectly), or offered to give on behalf of another or through another person, campaign contributions or gifts to any current employee of SCAG or member of the SCAG Regional Council (including contributions to a political committee created by or on behalf of a member/candidate)?

☒ YES ☐ NO

If "yes," please list name, date gift or contribution was given/offered, and dollar value:

Please see attached listing

Name	Date	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

SECTION III: VALIDATION STATEMENT

This Validation Statement must be completed and signed by at least one General Partner, Owner, Principal, or Officer authorized to legally commit the proposing agency.

DECLARATION

I, (printed full name) Bruce S. Russell, (Social Security Number; optional) _____ hereby declare that I am the (position or title) Sr. Vice President of (firm name) Carter & Burgess, Inc., and that I am duly authorized to execute this Validation Statement on behalf of this entity. I hereby state that this SCAG Conflict of Interest Form dated October 16, 2006 is correct and current as submitted. I acknowledge that any false, deceptive, or fraudulent statements on this Validation Statement will result in rejection of my contract proposal.



 Signature of Person Certifying for Proposing Agency
 (original signature required)

10 / 16 / 06

 Date

NOTICE

A material false statement, omission, or fraudulent inducement made in connection with this SCAG Conflict of Interest Form is sufficient cause for rejection of the contract proposal or revocation of a prior contract award.

**Carter & Burgess, Inc.
Corporate Contributions**

Date	Name	ID#	Amount
4/12/2006	PADILLA FOR SENATE	1278241	500
4/28/2006	COMMITTEE TO ELECT GARY OVITT	1262848	990
5/18/2006	NORBY FOR SUPERVISOR	1237231	250
4/27/2005	VILLARAIGOSA FOR MAYOR 2005 GENERAL	1275257	1,000
5/17/2005	NORBY FOR SUPERVISOR	1237231	250
10/20/2004	PAUL GLAAB FOR CITY COUNCIL	390200	250
5/5/2004	FRIENDS OF LOU CORREA	367867	249
9/3/2004	NORBY FOR SUPERVISOR	1237231	249

REPORT

DATE: April 5, 2007
TO: Regional Council
FROM: Leeor Alpern, Government Affairs Analyst, (213) 236-1883, alpern@scag.ca.gov
SUBJECT: Letter of Support for Gary Moon Highway Designation

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Staff recommends that SCAG take a support position on SCR – 16.

BACKGROUND:


The San Bernardino Associated Governments (SANBAG) has requested that SCAG submit a letter of support for SCR – 16, legislation authored by Senator Negrete-McLeod that will designate a portion of State Highway Route 30 at Interstate 215 in honor of Gary Moon. Immediately prior to his 13-year tenure with SANBAG, Mr. Moon served with distinction as a member of SCAG's staff from 1980-1989.

The legislation and draft letter of support are enclosed.

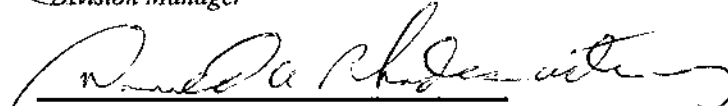
FISCAL IMPACT:

There is no fiscal impact on SCAG from SCR – 16.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer



**ASSOCIATION OF
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

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Officers: President: Yvonne B. Burke, Los Angeles County • First Vice President: Gary O'vitt, San Bernardino County • Second Vice President: Richard Dixon, Lake Forest • Immediate Past President: Tom Young, Port Hueneme

Imperial County: Victor Carrillo, Imperial County • Jim Edney, El Centro

Los Angeles County: Yvonne B. Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Jim Malmgren, Manhattan Beach • Harry Baldwin, San Gabriel • Paul Bowco, Corona • Todd Cammehell, Burbank • Tony Cardenas, Los Angeles • Stan Carroll, La Habra Heights • Margaret Clark, Rosemead • Gene Daniels, Paramount • Mike Dispensa, Palmdale • Judy Dunlap, Inglewood • Rae Gabelrich, Long Beach • David Gallo, Downey • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurule, Cudahy • Jaime Hahn, Los Angeles • Isadore Hall, Compton • Keith W. Hanks, Azusa • Jose Huizar, Los Angeles • Tom LaBonge, Los Angeles • Paula Laila, Pomona • Paul Nowalka, Torrance • Pam O'Connor, Santa Monica • Alex Padilla, Los Angeles • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Ed Reyes, Los Angeles • Bill Roseadahl, Los Angeles • Greg Smith, Los Angeles • Tom Sykes, Walnut • Mike Ten, South Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaragosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Herb J. Wesson, Jr., Los Angeles • Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Jauman, Brea • Lou Bone, Justin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Leslie Dangle, Newport Beach • Richard Dixon, Lake Forest • Pau Glabb, Laguna Niguel

Riverside County: Jeff Slone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Hinkinger, Moreno Valley • Ron Ioveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary O'vitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tom Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wagner, Ontario

Ventura County: Judy Mixers, Ventura County • Glen Becerra, Santa Valley • Carl Morehouse, San Buenaventura • Tom Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

April 5, 2007

Senator Negrete-McLeod
2059 State Capital Building
Sacramento, CA 95814

RE: **SCR 16 – GARY MOON MEMORIAL HIGHWAY DESIGNATION:
SUPPORT**

Dear Senator Negrete-McLeod:

The Southern California Association of Governments supports SCR 16, that would designate a portion of State Highway Route 30 at Interstate 215, the Gary Moon Memorial Highway. Immediately prior to his 13-year tenure with the San Bernardino Associated Governments, Mr. Moon served with distinction as a member of the staff at the Southern California Association of Governments from 1980 – 1989.

In appreciation of his many years of public service, we urge the adoption of SCR 16 and establish this lasting memorial to Gary Moon.

Sincerely,

Yvonne B. Burke
President
Supervisor, County of Los Angeles

Cc: San Bernardino Associated Governments

Introduced by Senators Negrete McLeod and Dutton
(Coauthor: Assembly Member Emmerson)

February 20, 2007

Senate Concurrent Resolution No. 16—Relative to the Gary Moon Memorial Highway.

LEGISLATIVE COUNSEL'S DIGEST

SCR 16, as introduced, Negrete McLeod. Gary Moon Memorial Highway.

This measure would designate a portion of State Highway Route 30 at Interstate 215, the Gary Moon Memorial Highway. The measure would request the Department of Transportation to determine the cost for appropriate signs showing this designation and, upon receiving donations from nonstate sources covering that cost, to erect those signs.

Fiscal committee: yes.

- 1 WHEREAS, Gary Moon served with utmost distinction as the
- 2 Director of Freeway Construction for San Bernardino Associated
- 3 Governments (SANBAG) between October 1990 and March 2003;
- 4 and
- 5 WHEREAS, Mr. Moon earned the respect of the public, elected
- 6 officials and colleagues for his problem solving abilities,
- 7 willingness to listen and to take action, sensible and creative
- 8 approaches to design and construction challenges, fair and kind
- 9 treatment of staff and coworkers, quick wit and dry sense of humor;
- 10 and
- 11 WHEREAS, During his tenure with the transportation planning
- 12 agency, Mr. Moon was responsible for the construction of State
- 13 Highway Route 210 in Upland, Rancho Cucamonga, and Fontana,

1 as well as improvements to Interstate Highway Route 10 and State
2 Highway Routes 60 and 71; and

3 WHEREAS, Also during his tenure, he was instrumental in
4 leading project development for the widening of Interstate 215,
5 improvements to congested freeway interchanges, the widening
6 and extension of major streets and the separation of rail crossings
7 from surface streets throughout the San Bernardino Valley; and

8 WHEREAS, Mr. Moon held a bachelor's degree from Claremont
9 Men's College and both master's and doctorate degrees from
10 Claremont Graduate School, was a former Navy Lieutenant, was
11 a political science instructor at California State University, San
12 Bernardino, and the University of Nevada, Las Vegas, and worked
13 as a principal planner for the Southern California Association of
14 Governments; and

15 WHEREAS, Upon his retirement in March 2003, Mr. Moon
16 maintained his involvement with SANBAG as a part-time
17 consultant and began an intensive fitness regimen with running
18 and cessation of smoking, continued the management of the
19 Marshall Canyon Equestrian Center in Claremont, and spent quality
20 time with his wife, Kathy, and children, Nicholas and Amanda;
21 and

22 WHEREAS, Too soon after his retirement, Mr. Moon was
23 diagnosed with cancer and died after a short battle with the disease
24 at the age of 59 in October 2005; and

25 WHEREAS, Mr. Moon's longstanding service and commitment
26 to transportation in the Inland Empire makes it truly appropriate
27 for a portion of State Highway Route 210 to be named in his honor;
28 now, therefore, be it

29 *Resolved by the Senate of the State of California, the Assembly*
30 *thereof concurring,* That the Legislature recognizes the
31 contributions of Gary Moon to the people of the State of California
32 and designates A portion of State Highway Route 30 at Interstate
33 215 as the Gary Moon Memorial Highway; and be it further

34 *Resolved,* That the Department of Transportation is requested
35 to determine the cost of erecting the appropriate signs, consistent
36 with the signing requirements for the state highway system,
37 showing this special designation and, upon receiving donations
38 from nonstate sources covering the cost, to erect those signs; and
39 be it further

- 1 *Resolved*, That the Secretary of the Senate transmit copies of
- 2 this resolution to the Department of Transportation and to the
- 3 author for appropriate distribution.

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REPORT

DATE: April 5, 2007

TO: Regional Council

FROM: Joann Africa, Interim Director of Legal Services, 213-236-1928
africa@scag.ca.gov

SUBJECT: Final Deadline to accept Delegation Agreement re. Regional Housing Needs Assessment

EXECUTIVE DIRECTOR'S APPROVAL:

Horowitz for MP

RECOMMENDED ACTION:

That the Regional Council ratify April 6, 2007, as the final deadline for subregional entities to accept delegation regarding the Regional Housing Needs Assessment.

BACKGROUND:

On December 14, 2006, the Regional Council approved the final draft of the Delegation Agreement and authorized the Executive Director to sign and implement the Agreement on behalf of SCAG. To best ensure compliance with SCAG's RHNA schedule, staff had also proposed that the deadline for SCAG and a subregion to enter into the Delegation Agreement be January 31, 2007.

There were inquiries from subregions regarding delegation after the January 31st date, and staff accommodated any interest in pursuing delegation by informally extending the deadline to accept delegation to April 6, 2007. Staff seeks ratification of this extended deadline. For the Regional Council's information, the Ventura Council of Governments (VCOG) has already accepted delegation, and the following are considering delegation: South Bay Cities COG, Westside Cities COG, and the Cities of Los Angeles and San Fernando.

FISCAL IMPACT:

Funding for subregions who accept delegation is included as part of the previously approved General Fund appropriation to fund RHNA activities.

Reviewed by:

[Signature]
Division Manager

Reviewed by:

[Signature]
Department Director

Reviewed by:

[Signature]
Chief Financial Officer

MEMO

DATE: April 5, 2007
TO: Administration Committee
Regional Council
FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov
SUBJECT: Contracts and Purchase Orders between \$5,000 - \$250,000

RECOMMENDED ACTION:

Information Only

BACKGROUND:

SCAG executed the following Contract(s) between \$5,000 and \$250,000

- | | |
|---|-----------|
| • URS Corporation
(Review of regional transportation security needs) | \$248,126 |
| • Caliper Corporation
(Develop a quick response model for testing planning scenarios, etc.) | \$120,000 |
| • Iteris, Inc, dba Meyer Mohaddes Associates
(Develop new transportation model for Arroyo Verdugo Subregion) | \$104,486 |
| • Katz, Okitsu & Associates
(Interchange study) | \$99,956 |

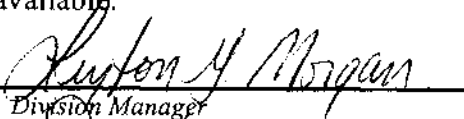
SCAG executed the following Purchase Order(s) between \$5,000 and \$250,000

- | | |
|---|----------|
| • Ontario Convention Center
(10th Regional Economic Forecast Conference) | \$16,000 |
| • SBC California
(Renewal of Phase 3 Cisco software, maintenance & license agreement) | \$12,220 |
| • Microlink Enterprise, Inc.
(CiscoSmartNet software, maintenance & license agreement) | \$9,366 |

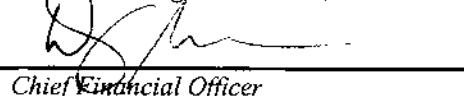
FISCAL IMPACT:

None. Funding is available.

Reviewed by:


Division Manager

Reviewed by:


Chief Financial Officer



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

MEMO

DATE: April 5, 2007
TO: Administration Committee and Regional Council
FROM: Wayne Moore, Chief Financial Officer, (213) 236-1804, moore@scag.ca.gov
SUBJECT: CFO Monthly Report for February 2007

BACKGROUND:

Accounting:

The Accounting Division implemented the "Automatic Clearing House Block" program with Bank of the West to prevent any unauthorized electronic transfers for our operating accounts. Effective April 1, 2007 "Positive Pay" is scheduled for implementation. This feature will only authorized the bank to pay of checks that have been pre identified by amount and check number.

Attached is the final Dues Payment Schedule for fiscal year 2006 – 2007. It includes the non-renewal of one membership, the addition of four new member cities and the Pechamga Band of Luiseno Indians. In addition, the City of Westminster is expected to join SCAG this month.

Staff developed a first draft of a handbook to serve as a resource to subregions for invoice preparation. This will serve as a training tool and is intended to ensure consistency in the accounts administrations payable process and improve the efficiency of the overall billing process. Once the final draft is completed, this document will be submitted to the subregional coordinator for review.

Budget and Grants:

Budget & Grants staff finalized the draft FY 07-08 SCAG Comprehensive Budget which includes the Overall Work Program (OWP) Budget, the General Fund Budget and the Indirect Cost Budget. The draft FY07-08 Comprehensive Budget was approved by the Regional Council. The draft OWP was submitted to Caltrans for review and approval and it was released to the public for a 30-day comment period. There was an outreach to all SCAG member counties, city managers and planning representatives notifying them of the draft FY07-08 OWP's posting to SCAG's webpage. The General fund Budget will be submitted to the General Assembly for approval.

Budget and Grants also continued to provide technical assistance to program staff on FY 06-07 budget issues. They worked with program staff to prepare a grant application for FHWA Transportation, Community & System Preservation (TCSP) funds.

MEMO

Contracts:

Contracts Administrator Lori Grebbien collaborated with the Business Operations unit in restructuring our copier lease contracts and reduced annual operating costs by \$30,000. Contracts also staff generated cost savings for letterhead costs by insourcing that process. Sr. Contracts Administrator Sandee Scott was selected as the Non-Certifying Agencies Representative for the California Unified Certification Program (CUCP). This position is a liaison for the Southern California Cluster of public agencies that do not certify Disadvantaged Business Enterprises. Sandee will be expected to voice concerns of and provide feedback to non-certifying agencies. The CUCP is charged with the responsibility of certifying firms and compiling and maintaining a single statewide database of certified DBEs, pursuant to 49 CFR Part 26.


Ongoing processes included:

- Executing Notices to Proceed for 4 Contracts
- Executing Notices to Proceed for 2 Contract Amendments
- Posting 3 RFPs

FISCAL IMPACT:

There is no fiscal impact.

Reviewed by:



Chief Financial Officer

Southern California Association of Governments
Total Budget vs. Actual Expenditures and Encumbrances
For the Eight Months Ending February 28, 2007

Line Item Description	a Original Budget	b Approved Changes	c Pending Changes	(a+b+c) d Forecasted Budget	e Expenditures	f Encumbrances	(d-e-f) g Budget Balance	h % Budget Remaining
Salaries and Fringe Benefits	\$15,293,452	\$162,074	\$	\$15,455,526	\$8,710,417	\$ 133,327	\$6,611,782	43%
Consultants & Professional Services	17,799,082	218,040	\$	18,017,122	3,164,947	12,476,012	\$2,376,163	13%
Sub Region Consultants & Staff Projects	4,268,112	(180,000)	\$	4,088,112	112,269	3,621,175	\$354,668	9%
Direct & Indirect Costs	5,379,519	(258,381)	\$	5,121,138	2,464,242	1,140,936	\$1,515,960	30%
All Other	3,875,094	342,793	\$	4,217,887	1,109,439	-	\$3,108,448	74%
Total	\$ 46,615,259	\$ 284,526	\$	\$ 46,899,785	\$ 15,561,314	\$ 17,371,450	\$ 13,967,021	30%

1) Encumbrances are the remaining balances of contracts or purchase orders and are used for project budgeting purposes only.

2) OWP Admin Amend 1 approved by Caltrans on August 15, 2006.

3) OWP Admin Amend 2 approved by Caltrans on December 7, 2006.

4) General Fund budget changes due to RHNA staff and travel.

Southern California Association of Governments
General Fund Budget vs. Actual Expenditures and Encumbrances
For the Eight Months Ending February 28, 2007

Line Item Description	a Original Budget	b Approved Changes	c Pending Changes	(a+b+c) d Forecasted Budget		e Expenditures	f Encumbrances	(d-e-f) g Budget Balance		h % Budget Remaining
Salaries and Fringe Benefits	\$100,000	\$ 265,001	\$ -	\$ -	\$ 365,001	\$390,518	\$ -	(\$25,517)		-7%
Consultant and Professional Services	513,050	25,000	-	-	538,050	180,502	225,127	\$132,421		25%
Regional Council (RC) Support	304,800	45,000	-	-	349,800	108,010	38,765	\$203,025		58%
RC Special Projects and Sponsorships	109,800	(10,000)	-	-	99,800	34,461	50,000	\$15,339		15%
All other Budget Categories	493,953	(325,000)	-	-	168,953	26,879	-	\$142,074		84%
Total	\$ 1,521,603	\$ 1	\$ *	\$ -	\$ 1,521,604	\$ 740,370	\$ 313,892	\$ 467,342		31%

1) Encumbrances are the remaining balances of contracts or purchase orders and are used for project budgeting purposes only.

2) General Fund budget changes due to RHNA staff and travel.

**Budget v. Actual and Encumbrances
Through February 2007**

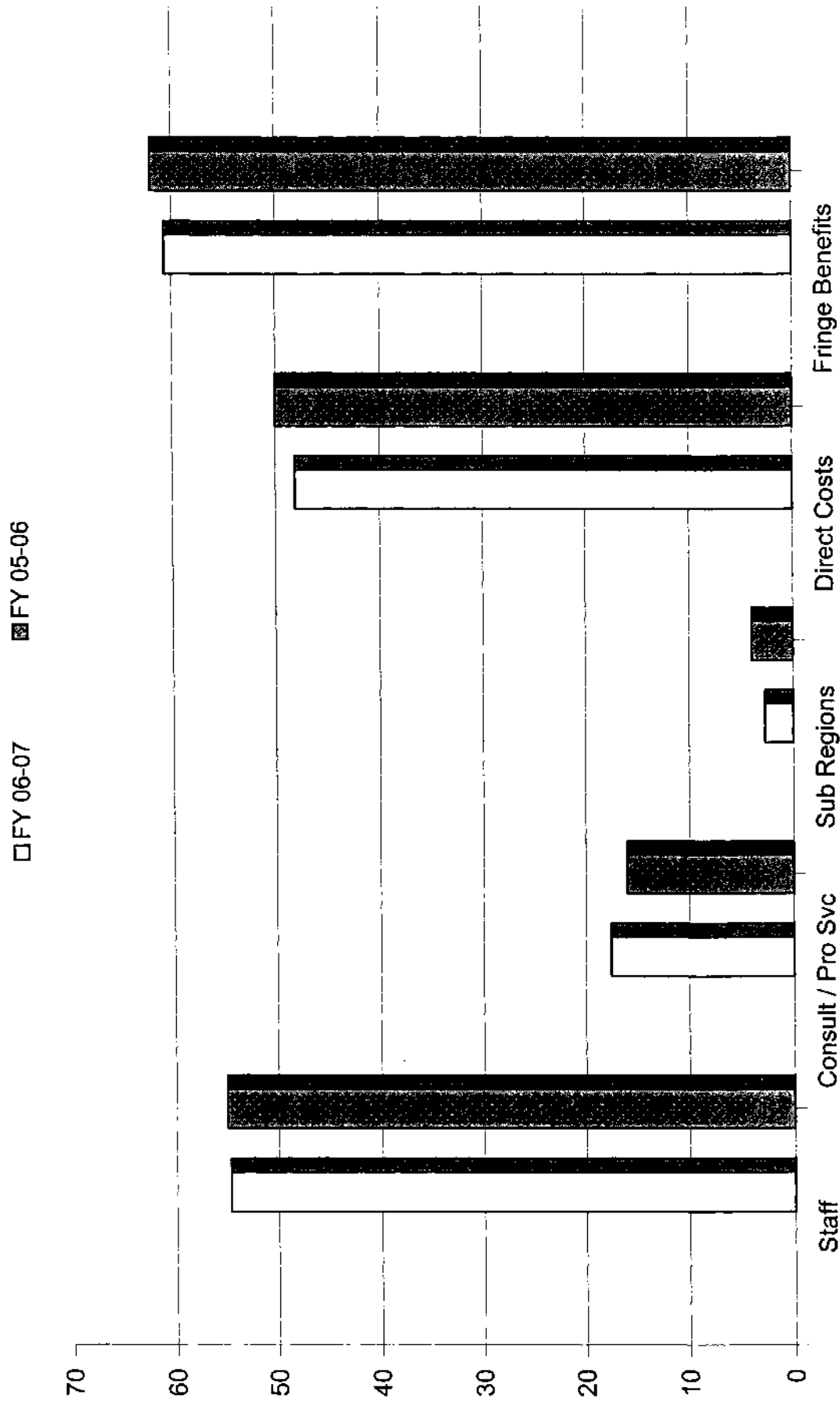
	Original Budget	Budget Changes	Revised Budget	Yr to Date Expenditures		Balance	Pct of Bud	Encum- brances	YTD Expenditures Plus Encumbrs	Balance	Pct of Bud
				Thru Feb	Feb						
Staff											
Salaries	10,605,287	140,074	10,745,361	5,767,085		4,978,276	54%	-	5,767,085	4,978,276	54%
Temporary Help	395,920	22,000	417,920	337,080		80,840	81%	133,327	470,407	(52,487)	113%
	11,001,207	162,074	11,163,281	6,104,165		5,059,116	55%	133,327	6,237,492	4,925,789	56%
Consultant / Professional Services											
SCAG Consultant	17,254,082	247,540	17,501,622	3,020,602		14,481,020	17%	12,319,157	15,339,759	2,161,863	88%
Legal Services	535,000	(25,000)	510,000	141,345		368,655	28%	143,632	284,977	225,023	56%
Professional Services	10,000	(4,500)	5,500	3,000		2,500	55%	13,223	16,223	(10,723)	295%
	17,799,082	218,040	18,017,122	3,164,947		14,852,175	18%	12,476,012	15,640,959	2,376,163	87%
Sub Regions											
Subregional Consultant	3,021,696	(88,000)	2,933,696	69,869		2,863,827	2%	2,517,215	2,587,084	346,612	88%
Subregional Staff Projects	1,246,416	(92,000)	1,154,416	42,400		1,112,016	4%	1,103,960	1,146,360	8,056	99%
	4,268,112	(180,000)	4,088,112	112,269		3,975,843	3%	3,621,175	3,733,444	354,668	91%
Direct Costs											
Internet Access Fees	3,000	-	3,000	1,677		1,323	56%	1,366	3,043	(43)	101%
Software Support	506,363	(22,000)	484,363	103,599		380,764	21%	6,479	110,078	374,285	23%
Hardware Support	57,000	-	57,000	22,280		34,740	39%	38,752	61,012	(4,012)	107%
Repair - Maintenance	0	-	0	0		0	0%	-	0	0	0%
Software Purchases	30,000	-	30,000	25,468		4,532	85%	15,851	41,319	(11,319)	138%
Office Rent - Main Office	1,200,807	-	1,200,807	841,542		359,265	70%	227,345	1,068,887	131,920	89%
Office Rent - Satellite Office	56,000	-	56,000	39,188		16,812	70%	10,980	50,168	5,832	90%
Equipment Leases	511,247	-	511,247	306,432		204,815	60%	174,327	480,759	30,488	94%
Equipment Repairs	34,730	-	34,730	9,714		25,016	28%	6,208	15,922	18,808	46%
Insurance	183,985	-	183,985	180,150		3,835	98%	-	180,150	3,835	98%
Payroll and Bank Process Fee	34,500	-	34,500	17,706		16,794	51%	-	17,706	16,794	51%
Office Supplies	115,500	-	115,500	73,120		42,380	63%	48,994	122,114	(6,614)	106%
Office Maintenance	-	-	-	-		-	0%	-	-	0	0%
Small Office Purchase	496,095	2,700	498,795	85,233		413,562	17%	282,867	368,100	130,695	74%
Telephone Charges	90,526	-	90,526	40,676		49,850	45%	288	40,964	49,562	45%
Postage and Delivery	82,000	-	82,000	31,918		50,082	39%	38,460	70,378	11,622	86%
SCAG Memberships	97,814	-	97,814	80,104		17,710	82%	-	80,104	17,710	82%
Professional Memberships	10,980	-	10,980	3,650		7,330	33%	584	4,234	6,746	39%
Resource Materials and Subs	43,550	-	43,550	74,691		(31,141)	172%	114,387	189,078	(145,528)	434%
Depreciation - Furniture	5,000	-	5,000	6,763		(1,763)	135%	-	6,763	(1,763)	135%
Depreciation - Computer	40,000	-	40,000	26,437		13,563	66%	-	26,437	13,563	66%
Amortization Lease	0	-	0	1,339		(1,339)	0%	-	1,339	(1,339)	0%
Capital Outlay	44,000	-	44,000	-		44,000	0%	-	0	44,000	0%
Recruitment Notices	25,000	-	25,000	9,300		15,700	37%	13,464	22,764	2,236	91%
Public Notices	65,000	(8,000)	57,000	1,022		55,978	2%	-	1,022	55,978	2%
Staff Training	181,000	62,500	243,500	111,369		132,131	46%	46,997	158,366	85,134	65%
RC & Committee Meetings	22,000	-	22,000	9,343		12,657	42%	5,767	15,110	6,890	69%
RC Retreat	17,500	-	17,500	1,000		16,500	6%	14,000	15,000	2,500	86%
RC General Assembly	17,500	-	17,500	750		16,750	4%	14,250	15,000	2,500	86%

**Budget v. Actual and Encumbrances
Through February 2007**

	Original Budget	Budget Changes	Revised Budget	Yr to Date Expenditures Thru Feb	Balance	Pct of Bud	Encum- brances	YTD Expenditures Plus Encumbrs	Balance	Pct of Bud
Other Meeting Expense	46,500	15,000	61,500	10,448	51,052	17%	7,771	18,219	43,281	30%
Miscellaneous	168,583	3,219	171,802	15,942	155,860	9%	3,360	19,302	152,500	11%
RC Meeting Stipends	130,000	-	130,000	67,945	62,055	52%	-	67,945	62,055	52%
Letter of Credit Interest	75,000	-	75,000	0	75,000	0%	-	0	75,000	0%
Caltrans Rapid Pay Fees	1,000	-	1,000	675	325	68%	-	675	325	68%
Cash Contributions to Projects	346,839	(325,000)	21,839	(500)	22,339	-2%	-	(500)	22,339	-2%
Printing	190,000	4,500	194,500	56,476	138,024	29%	15,589	72,085	122,435	37%
Travel	305,400	18,700	324,100	142,283	181,817	44%	2,500	144,783	179,317	45%
Travel - Lod > Per Diem	3,000	-	3,000	1,431	1,569	48%	-	1,431	1,569	48%
Travel - Event Registration	28,800	-	28,800	30,630	(1,830)	106%	350	30,980	(2,180)	108%
NARC BOARD EXPENSE	3,500	-	3,500	-	3,500	0%	-	-	3,500	0%
RC Special Projects	18,000	-	18,000	10,662	7,338	59%	50,000	60,662	(42,662)	337%
RC Sponsorships	91,800	(10,000)	81,800	23,789	58,011	29%	-	23,789	58,011	29%
	5,379,519	(258,381)	5,121,138	2,464,242	2,656,896	48%	1,140,936	3,605,178	1,515,960	70%
Fringe Benefits										
Vacation Accrual Reconciliation	-	-	-	0	0	0%	-	0	0	0%
Severance Pay	-	-	-	0	0	0%	-	0	0	0%
Sick Leave Payback	-	-	-	0	0	0%	-	0	0	0%
Compensation Awards	-	-	-	7,539	(7,539)	0%	-	7,539	(7,539)	0%
Retirement - PERS	1,958,949	-	1,958,949	1,148,857	810,092	59%	-	1,148,857	810,092	59%
Retirement - PARS	58,045	-	58,045	44,408	13,637	77%	-	44,408	13,637	77%
Health Insurance	1,185,855	(260,000)	925,855	493,535	432,320	53%	-	493,535	432,320	53%
Dental Insurance	117,087	-	117,087	58,768	58,299	50%	-	58,768	58,299	50%
Vision Insurance	39,159	-	39,159	17,378	21,781	44%	-	17,378	21,781	44%
Life Insurance	95,000	-	95,000	57,627	37,373	61%	-	57,627	37,373	61%
Medical & Dental Cash Rebat	240,000	260,000	500,000	373,099	126,901	75%	-	373,099	126,901	75%
Medicare Tax	157,977	-	157,977	85,634	72,343	54%	-	85,634	72,343	54%
Tuition Reimbursements	5,000	-	5,000	3,000	2,000	60%	-	3,000	2,000	60%
Bus Passes	23,250	(12,500)	10,750	8,360	2,390	78%	-	8,360	2,390	78%
Carpool Reimbursements	4,120	-	4,120	1,680	2,440	41%	-	1,680	2,440	41%
Bus Passes - Taxable	54,000	12,500	66,500	43,578	22,922	66%	-	43,578	22,922	66%
Workers Comp Insurance	236,900	-	236,900	234,722	2,178	99%	-	234,722	2,178	99%
Misc. Employee Benefits	11,923	-	11,923	(8,138)	20,061	-68%	-	(8,138)	20,061	-68%
Unemployment Insurance	25,000	-	25,000	0	25,000	0%	-	0	25,000	0%
Deferred Comp Match	76,500	-	76,500	34,609	41,891	45%	-	34,609	41,891	45%
Benefit Administration Fees	3,500	-	3,500	1,596	1,904	46%	-	1,596	1,904	46%
	4,292,245	-	4,292,245	2,606,252	1,685,993	61%	-	2,606,252	1,685,993	61%
Other										
Soft Match Contributions	4,025,853	(50,582)	3,975,271	1,098,273	2,876,998	28%	-	1,098,273	2,876,998	28%
Exp - Local cash	165,625	5,000	170,625	11,166	159,459	7%	-	11,166	159,459	7%
Reconcile to Burden	(316,384)	388,375	71,991	0	71,991	0%	-	0	71,991	0%
	3,875,094	342,793	4,217,887	1,109,439	3,108,448	26%	0	1,109,439	3,108,448	26%
Grand totals:	46,615,259	284,526	46,899,785	15,561,314	31,338,471	33%	17,371,450	32,932,764	13,967,021	70%

Southern California Association of Governments
Agency Wide Comparison

% of Budget Spent @ 67% of year



Budget v. Actual and Encumbrances
General Fund Only
Through February 2007

	Original Budget	Budget Changes	Revised Budget	Yr to Date Expenditures Thru Feb	Balance	Pct of Bud	Encumbrances	YTD Expenditures Plus Encumbrs	Balance	Pct of Bud
Staff										
Salaries	31,264	82,098	113,362	115,937	(2,575)	102%	-	115,937	(2,575)	102%
Fringe Burden	17,239	45,269	62,508	72,228	(9,720)	116%	-	72,228	(9,720)	116%
Indirect Burden	51,497	137,634	189,131	202,353	(13,222)	107%	-	202,353	(13,222)	107%
	100,000	265,001	365,001	390,518	(25,517)	107%	-	390,518	(25,517)	107%
Consultant / Professional Services										
SCAG Consultant	313,050	25,000	338,050	159,104	178,946	47%	146,524	305,628	32,422	90%
Legal Services	200,000	-	200,000	21,398	178,602	11%	78,603	100,001	99,999	50%
Professional Services	-	-	-	-	-	0%	-	-	-	0%
	513,050	25,000	538,050	180,502	357,548	34%	225,127	405,629	132,421	75%
Regional Council Support										
TRAINING	25,000	25,000	50,000	-	50,000	0%	-	-	50,000	0%
RC & Committee Meetings	22,000	-	22,000	9,259	12,741	42%	5,767	15,026	6,974	68%
RC Retreat	17,500	-	17,500	1,000	16,500	6%	14,000	15,000	2,500	86%
RC General Assembly	17,500	-	17,500	750	16,750	4%	14,250	15,000	2,500	86%
Other Meeting Expense	20,000	10,000	30,000	5,453	24,547	18%	4,352	9,805	20,195	33%
Miscellaneous	21,500	-	21,500	5,504	15,996	26%	398	5,900	15,600	27%
RC Meeting Stipends	130,000	-	130,000	67,945	62,055	52%	-	67,945	62,055	52%
Travel	40,800	10,000	50,800	14,863	35,937	29%	-	14,863	35,937	29%
Travel - Lod. > Per Diem	3,000	-	3,000	1,431	1,569	48%	-	1,431	1,569	48%
Travel - Event Registration	4,000	-	4,000	1,805	2,195	45%	-	1,805	2,195	45%
AMPO Board Expense	-	-	-	-	-	0%	-	-	-	0%
NARC BOARD EXPENSE	3,500	-	3,500	-	3,500	0%	-	-	3,500	0%
	304,800	45,000	349,800	108,010	241,790	31%	38,765	146,775	203,025	42%
RC Special Projects and Sponsorships										
RC Special Projects	18,000	-	18,000	10,662	7,338	59%	50,000	60,662	(42,662)	337%
RC Sponsorships	91,800	(10,000)	81,800	23,799	58,001	29%	-	23,799	58,001	29%
	109,800	(10,000)	99,800	34,461	65,339		50,000	84,461	15,339	
All Other Budget Categories										
Payroll Bank Fees	4,500	-	4,500	4,090	410	91%	-	4,090	410	91%
Office Supplies	-	-	-	-	-	0%	-	-	-	0%
SCAG Memberships	22,614	-	22,614	22,614	-	100%	-	22,614	-	100%
Capital Outlay	44,000	-	44,000	-	44,000	0%	-	-	44,000	0%
Recruitment Notice	-	-	-	-	-	0%	-	-	-	0%
Letter of Credit Interest	75,000	-	75,000	-	75,000	0%	-	-	75,000	0%
Caltrans Rapid Pay Fees	1,000	-	1,000	675	325	68%	-	675	325	68%
Cash Contributions to Projects	346,839	(325,000)	21,839	(500)	22,339	-2%	-	(500)	22,339	-2%
	493,953	(325,000)	168,953	26,879	142,074	16%	-	26,879	142,074	16%
Grand totals:	1,521,603	1	1,521,604	740,370	781,234	49%	313,892	1,054,262	467,342	69%

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
DUES PAYMENT SCHEDULE
FOR THE FISCAL YEAR 2006-07
as of March 15, 2007

	UNINC POP	DUES ASSESSMENT				
	COUNTIES/TOTAL	2006-07	PAYMENT	BALANCE	DATE PAID	REMARKS
	POP CITIES (1)					
COUNTIES (6)						
IMPERIAL	34,621	6,150	6,150	-	08/30/06	
LOS ANGELES	1,085,502	118,247	118,247	-	08/07/06	
ORANGE	56,024	29,296	29,296	-	07/26/06	
RIVERSIDE	495,317	52,983	52,983	-	07/19/06	
SAN BERNARDINO	303,220	38,251	38,251	-	06/08/06	
VENTURA	95,798	17,342	17,342	-	07/24/06	
SUB-TOTAL	2,070,482	262,269	262,269	-		
CITIES (163)						
ADELANTO	23,418	2,045	2,045	-	07/06/06	
AGOURA HILLS	23,330	2,045	2,045	-	06/21/06	
ALHAMBRA	90,561	7,445	7,445	-	07/11/06	
ALISO VIEJO	-	-	-	-		Non-member
ANAHEIM	345,317	27,232	27,232	-	08/07/06	
APPLE VALLEY	63,853	5,403	5,403	-	05/31/06	
ARCADIA	56,320	4,821	4,821	-	05/25/06	
ARTESIA	17,311	1,574	1,574	-	06/16/06	
AVALON	3,508	372	372	-	07/06/06	
AZUSA	48,520	4,227	4,227	-	07/24/06	
BALDWIN PARK	81,226	6,727	6,727	-	07/26/06	
BANNING	27,954	2,642	2,642	-	07/11/06	
BARSTOW	23,546	2,057	2,057	-	09/14/06	
BEAUMONT	18,982	1,711	1,711	-	08/02/06	
BELL	38,961	3,484	3,484	-	11/30/06	
BELLFLOWER	77,513	6,443	6,443	-	07/11/06	
BELL GARDENS	46,310	4,053	4,053	-	06/16/06	
BEVERLY HILLS	35,969	3,261	3,261	-	06/26/06	
BIG BEAR LAKE	6,148	570	570	-	07/26/06	
BRADBURY	951	175	175	-	06/28/06	
BRAWLEY	24,042	2,095	2,095	-	07/11/06	
BREA	39,584	3,533	3,533	-	05/31/06	
BUENA PARK	81,066	6,715	6,715	-	06/08/06	
BURBANK	106,739	8,934	8,934	-	06/21/06	
CALABASAS	23,123	2,020	2,020	-	05/31/06	
CALEXICO	36,274	3,286	3,286	-	07/11/06	
CALIMESA	7,434	670	670	-	07/11/06	
CALIPATRIA	7,904	706	706	-	08/15/06	
CAMARILLO	62,739	5,316	5,316	-	07/14/06	
CARSON	98,329	8,040	8,040	-	05/31/06	
CATHEDRAL CITY	50,632	4,387	4,387	-	09/12/06	
CERRITOS	55,074	4,722	4,722	-	07/19/06	
CHINO	76,070	6,331	6,331	-	09/12/06	
CHINO HILLS	-	-	-	-		Non-member
CLAREMONT	36,636	3,310	3,310	-	06/16/06	

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
DUES PAYMENT SCHEDULE
FOR THE FISCAL YEAR 2006-07
as of March 15, 2007

	UNINC POP	DUES ASSESSMENT				
	COUNTIES/TOTAL	2006-07	PAYMENT	BALANCE	DATE PAID	REMARKS
	POP CITIES (1)					
COACHELLA	30,764	2,864	2,864	-	07/19/06	
COLTON	51,627	4,462	4,462	-	06/08/06	
COMMERCE	13,504	1,290	1,290	-	10/05/06	
COMPTON	98,802	8,077	8,077	-	08/22/06	
CORONA	144,070	11,794	11,794	-	08/15/06	
COSTA MESA	-	-	-	-		Non-member
COVINA	49,565	4,301	4,301	-	07/24/06	
CUDAHY	25,846	2,481	2,481	-	07/06/06	
CULVER CITY	40,870	3,633	3,633	-	08/14/06	
CYPRESS	48,863	4,251	4,251	-	06/08/06	
DANA POINT	-	-	-	-		Non-member
DESERT HOT SPRINGS	19,386	1,736	1,736	-	07/26/06	
DIAMOND BAR	59,953	5,093	5,093	-	07/11/06	
DOWNEY	113,607	9,466	9,466	-	06/28/06	
DUARTE	22,834	1,996	1,996	-	07/17/06	
EL CENTRO	41,030	3,645	3,645	-	06/08/06	
EL MONTE	125,832	10,395	10,395	-	07/11/06	
EL SEGUNDO	17,024	1,550	1,550	-	06/26/06	
FILLMORE	15,222	1,414	1,414	-	08/07/06	
FONTANA	160,015	13,019	13,019	-	06/16/06	
FOUNTAIN VALLEY	-	-	-	-		Non-member
FULLERTON	135,672	11,150	11,150	-	08/14/06	
GARDEN GROVE	-	-	-	-		Non-member
GARDENA	61,072	5,180	5,180	-	10/31/06	
GLENDALE	207,007	16,622	16,622	-	08/15/06	
GLENDORA	52,373	4,511	4,511	-	07/19/06	
GRAND TERRACE	12,392	1,203	1,203	-	08/02/06	
HAWAIIAN GARDENS	15,872	1,463	1,463	-	06/16/06	
HAWTHORNE	88,790	7,309	7,309	-	07/17/06	
HEMET	66,455	5,601	5,601	-	07/17/06	
HERMOSA BEACH	19,608	1,748	1,748	-	07/19/06	
HESPERIA	-	-	-	-		Non-member
HIDDEN HILLS	2,038	260	260	-	05/31/06	
HIGHLAND	50,860	4,399	4,399	-	06/16/06	
HOLTVILLE	5,918	558	558	-	06/01/06	
HUNTINGTON BEACH	200,763	16,151	16,151	-	05/31/06	
HUNTINGTON PARK	-	-	-	-		Non-member
IMPERIAL	9,567	830	830	-	06/16/06	
INDIAN WELLS	4,781	471	471	-	07/26/06	
INDIO	66,118	5,575	5,575	-	05/31/06	
INDUSTRY	804	162	162	-	05/31/06	
INGLEWOOD	118,164	9,813	9,813	-	06/01/06	
IRVINE	180,803	14,616	14,616	-	06/01/06	
IRWINDALE	1,501	212	212	-	05/25/06	
LA CANADA FLINTRIDGE	21,608	1,909	1,909	-	07/06/06	
LA HABRA	61,771	5,242	5,242	-		Not renewing
LA HABRA HEIGHTS	6,193	571	571	-	12/27/06	
LA MIRADA	50,477	4,375	4,375	-	06/08/06	
LA PALMA	16,112	1,488	1,488	-	06/08/06	
LA PUENTE	-	-	-	-		Non-member

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
DUES PAYMENT SCHEDULE
FOR THE FISCAL YEAR 2006-07
as of March 15, 2007

	UNINC POP	DUES ASSESSMENT				
	COUNTIES/TOTAL	2006-07	PAYMENT	BALANCE	DATE PAID	REMARKS
	POP CITIES (1)					
LA QUINTA	36,145	3,273	3,273	-	07/26/06	
LA VERNE	33,480	3,063	3,063	-	05/25/06	
LAGUNA BEACH	24,969	2,168	2,168	-	08/02/06	
LAGUNA HILLS	-	-	-	-		Non-member
LAGUNA NIGUEL	66,126	5,575	5,575	-	07/24/06	
LAGUNA WOODS	18,334	1,717	1,717	-	07/06/06	Revised-population chan
LAKE ELSINORE	38,045	3,422	3,422	-	07/24/06	
LAKE FOREST	78,020	6,480	6,480	-	06/08/06	
LAKEWOOD	83,674	6,913	6,913	-	07/11/06	
LANCASTER	133,703	11,001	11,001	-	06/08/06	
LAWDALE	33,458	3,063	3,063	-	09/28/06	
LOMA LINDA	21,592	1,909	1,909	-	07/26/06	
LOMITA	21,153	1,872	1,872	-	08/14/06	
LONG BEACH	491,564	38,449	38,449	-	06/08/06	
LOS ALAMITOS	12,003	1,166	1,166	-	06/08/06	
LOS ANGELES	3,957,875	277,331	277,331	-	08/02/06	
LYNWOOD	73,212	6,121	6,121	-	06/16/06	
MALIBU	13,704	1,302	1,302	-	07/11/06	
MANHATTAN BEACH	36,843	3,323	3,323	-	06/08/06	
MAYWOOD	29,596	2,765	2,765	-	07/06/06	
MISSION VIEJO	-	-	-	-		Non-member
MONROVIA	39,147	3,497	3,497	-	06/08/06	
MONTCLAIR	35,530	3,223	3,223	-	07/24/06	
MONTEBELLO	65,672	5,539	5,539	-	12/19/06	
MONTEREY PARK	64,614	5,452	5,452	-	07/26/06	
MOORPARK	35,908	3,249	3,249	-	07/26/06	
MORENO VALLEY	165,328	13,428	13,428	-	06/16/06	
MURRIETA	85,102	7,025	7,025	-	08/02/06	
NEEDLES	5,553	521	521	-	06/21/06	
NEWPORT BEACH	83,120	6,876	6,876	-	10/31/06	
NORCO	26,703	2,542	2,542	-	07/19/06	
NORWALK	110,178	9,193	9,193	-	06/08/06	
OJAI	8,153	731	731	-	05/25/06	
ONTARIO	170,373	13,812	13,812	-	05/31/06	
ORANGE	-	-	-	-		Non-member
OXNARD	188,849	15,235	15,235	-	07/14/06	
PALM DESERT	49,280	4,276	4,276	-	08/14/06	
PALM SPRINGS	45,731	4,004	4,004	-	08/15/06	
PALMDALE	136,734	11,237	11,237	-	06/26/06	
PALOS VERDES ESTATES	-	-	-	-		Non-member
PARAMOUNT	58,109	4,957	4,957	-	07/19/06	
PASADENA	146,166	11,955	11,955	-	08/02/06	
PICO RIVERA	67,288	5,662	5,662	-	05/31/06	
PLACENTIA	50,323	4,363	4,363	-	06/08/06	
POMONA	160,815	13,081	13,081	-	07/11/06	
PORT HUENEME	22,445	1,971	1,971	-	05/25/06	
RANCHO CUCAMONGA	161,830	13,155	13,155	-	09/06/06	
RANCHO MIRAGE	16,416	1,513	1,513	-	07/19/06	
RANCHO PALOS VERDES	43,525	3,843	3,843	-	07/24/06	
RANCHO STA MARGARITA	-	-	-	-		Non-member

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS						
DUES PAYMENT SCHEDULE						
FOR THE FISCAL YEAR 2006-07						
as of March 15, 2007						
	UNINC POP	DUES ASSESSMENT				
	COUNTIES/TOTAL	2006-07	PAYMENT	BALANCE	DATE PAID	REMARKS
	POP CITIES (1)					
REDLANDS	70,324	5,898	5,898	-	06/01/06	
REDONDO BEACH	67,325	5,662	5,662	-	06/26/06	
RIALTO	99,242	8,114	8,114	-	08/07/06	
RIVERSIDE	285,537	22,652	22,652	-	10/31/06	
ROLLING HILLS	1,983	248	248	-	10/24/06	
ROLLING HILLS ESTATES	8,191	731	731	-	08/14/06	
ROSEMEAD	57,189	4,883	4,883	-	08/14/06	
SAN BERNARDINO	199,803	16,077	16,077	-	08/07/06	
SAN BUENAVENTURA	106,096	8,884	8,884	-	06/01/06	
SAN CLEMENTE	65,338	5,514	5,514	-	09/14/06	
SAN DIMAS	37,005	3,335	3,335	-	08/07/06	
SAN FERNANDO	24,958	2,168	2,168	-	07/06/06	
SAN GABRIEL	42,374	3,744	3,744	-	07/11/06	
SAN JACINTO	-	-	-	-		Non-member
SAN JUAN CAPISTRANO	-	-	-	-		Non-member
SAN MARINO	13,673	1,302	1,302	-	07/11/06	
SANTA ANA	-	-	-	-		Non-member
SANTA CLARITA	167,954	13,626	13,626	-	07/24/06	
SANTA FE SPRINGS	17,997	1,625	1,625	-	07/24/06	
SANTA MONICA	91,495	7,520	7,520	-	08/07/06	
SANTA PAULA	29,303	2,753	2,753	-	07/31/06	
SEAL BEACH	25,334	2,444	2,444	-	07/19/06	
SIERRA MADRE	11,146	1,104	1,104	-	06/16/06	
SIGNAL HILL	10,951	1,092	1,092	-	07/31/06	
SIMI VALLEY	121,427	10,061	10,061	-	08/07/06	
SOUTH EL MONTE	22,420	1,971	1,971	-	10/27/06	
SOUTH GATE	0	0	-	-		Non-member
SOUTH PASADENA	25,789	2,481	2,481	-	09/08/06	
STANTON	-	-	-	-		Non-member
TEMECULA	90,872	7,471	7,471	-	07/11/06	
TEMPLE CITY	-	-	-	-		Non-member
THOUSAND OAKS	127,112	10,493	10,493	-	09/08/06	
TORRANCE	147,405	12,054	12,054	-	06/16/06	
TUSTIN	70,871	5,936	5,936	-	08/22/06	
TWENTYNINE PALMS	0	0	-	-		Non-member
UPLAND	73,697	6,157	6,157	-	07/11/06	
VICTORVILLE	86,473	7,136	7,136	-	06/26/06	
VILLA PARK	-	-	-	-		Non-member
WALNUT	31,900	2,951	2,951	-	07/31/06	
WEST COVINA	112,417	9,367	9,367	-	06/16/06	
WEST HOLLYWOOD	38,036	3,422	3,422	-	06/08/06	
WESTLAKE VILLAGE	8,905	781	781	-	06/01/06	
WESTMINSTER	-	-	-	-		Non-member
WESTMORELAND	2,444	286	286	-	07/01/06	
WHITTIER	-	-	-	-		Non-member
YORBA LINDA	65,621	5,527	5,527	-	07/17/06	
YUCCA VALLEY	19,726	1,761	1,761	-	06/16/06	
YUCAIPA	49,388	4,288	4,288	-	06/28/06	
SUB-TOTAL	14,044,986	1,122,010	1,122,010	-		

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

**DUES PAYMENT SCHEDULE
FOR THE FISCAL YEAR 2006-07**

as of March 15, 2007

	UNINC POP	DUES ASSESSMENT				
	COUNTIES/TOTAL	2006-07	PAYMENT	BALANCE	DATE PAID	REMARKS
	POP CITIES (1)					
GRAND TOTAL	16,115,468	1,384,279	1,384,279	-		
ADD: COMMISSIONS						
RCTC		15,000	15,000	-	11/29/06	
VCTC		10,000	10,000	-	07/31/06	
OCTA		25,000	25,000	-	08/02/06	
SUB-TOTAL		50,000	50,000	0		
NEW MEMBER:						
BLYTHE		1,945	1,945			
CANYON LAKE		1,123	1,123	-	10/26/06	
PERRIS		3,800	3,800		12/05/06	
VERNON		96	96	-	09/14/06	
		6,964.00	6,964.00	-		
PECHANGA BAND OF LUISENO INDIAN		164.00	164.00	-	02/27/07	
ADJUSTED GRAND TOTAL		1,441,407	1,441,407	0		
(1) Pursuant to the SCAG by-laws, the source of populations of the counties & cities are based on the State Controllers Motor Vehicle License Fee Apportionment. Report dated 01/10/06.						
(2) 163 cities are members out of 187 possible plus 1 tribal government						
Summary:						
158 cities paid						
1 not renewing						
4 new members						
1 tribal government						
Prepared by: Betty B. Araos- 03/15/2007						

MEMO

DATE: April 5, 2007
TO: Regional Council
FROM: Leeor Alpern, Government Affairs Analyst, (213) 236-1883, alpern@scag.ca.gov
SUBJECT: 2007 State and Federal Legislation Matrix

BACKGROUND:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: Air Quality, Aviation, Energy, Environment, Housing, Solid Waste, Transit, Transportation, Tribes and Water. We also have new sections which contain implementing legislation that follows the passage of the infrastructure bonds in 2006. These sections are labeled accordingly as Transportation Bonds, Housing Bonds, and Water Bonds.


Although it is early in the legislative session, to the extent available the bill summaries include known on-record positions for other statewide organizations following these issues, such as the California League of Cities, California State Association of Counties, CALCOG, and others.

Att.

FISCAL IMPACT:

This information item has no fiscal impact on SCAG.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

Private file: AirQuality

AB 255 **AUTHOR:** De Leon (D)
TITLE: Air Pollution: Clean Air and Energy Independence Fund
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/05/2007
DISPOSITION: Pending
COMMITTEE: Assembly Transportation Committee
HEARING: 03/26/2007 1:30 pm
SUMMARY:
Creates the Clean Air and Energy Independence Fund and continuously appropriate moneys in the fund to the State Air Resources Board to be used towards specified purposes, including incentives for alternative fuel and alternative fuel vehicles. Increases the smog abatement fee by a specified amount and could allocate the increase to the Clean Air and Energy Independence Fund.
STATUS:
02/20/2007 To ASSEMBLY Committee on TRANSPORTATION.

Private file: Aviation

S HR 313 **SPONSOR:** Pearce (R)
TITLE: Greater Access to Air Transportation
INTRODUCED: 01/05/2007
DISPOSITION: Pending
LOCATION: House Transportation & Infrastructure Committee
SUMMARY:
Promotes greater access to air transportation for all persons.
STATUS:
01/05/2007 INTRODUCED.
01/05/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

S HR 1356 **SPONSOR:** Oberstar (DFL)
TITLE: Federal Aviation Administration Appropriations
INTRODUCED: 03/06/2007
DISPOSITION: Pending
LOCATION: Multiple Committees
SUMMARY:
Authorizes appropriations for the Federal Aviation Administration for fiscal years 2008 through 2010; improves aviation safety and capacity; provides stable, cost-based funding for the national aviation system; relates to other purposes.
STATUS:
03/06/2007 INTRODUCED.
03/06/2007 To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
03/06/2007 Additionally referred to HOUSE Committee on SCIENCE.
03/06/2007 Additionally referred to HOUSE Committee on WAYS AND MEANS.

JS S 509 **SPONSOR:** Inouye (D)
TITLE: Improved Aviation Security
INTRODUCED: 02/06/2007
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
Provides improved aviation security; provides for other purposes.
STATUS:
03/05/2007 From SENATE Committee on COMMERCE, SCIENCE, AND
TRANSPORTATION: Reported as amended.
03/05/2007 In SENATE. Placed on SENATE Legislative Calendar.

Private file: Energy

CA AB 94 **AUTHOR:** Levine (D)
TITLE: Renewable Energy
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/20/2006

DISPOSITION: Pending
LOCATION: Assembly Utilities and Commerce Committee
SUMMARY:

Revises the intent language so that the amount of electricity generated per year from eligible renewable energy resources is increased to an amount that equals at least 33% of the total electricity sold to retail customers in California per year by a specified date. Requires that each retail seller increase its total procurement of eligible renewable energy resources by at least an additional 1% of retail sales per year so that 33% of its retail sales are procured from eligible renewable energy resources.

STATUS:

02/01/2007 To ASSEMBLY Committees on UTILITIES AND COMMERCE and NATURAL RESOURCES.

S HR 6

SPONSOR: Rahall (D)
TITLE: Alternative Energy Resources
INTRODUCED: 01/04/2007
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Relates to reducing our Nation's dependency on foreign oil by investing in clean, renewable, and alternative energy resources, promoting new energy technologies, developing greater efficiency, and creating a Strategic Energy Efficiency and Renewable Reserve to invest in alternative energy.

STATUS:

01/22/2007 In SENATE. Read second time.

01/22/2007 In SENATE. Placed on SENATE Legislative Calendar.

S HR 547

SPONSOR: Gordon (D)
TITLE: Alternative Fuel Markets
INTRODUCED: 01/18/2007
LAST AMEND: 02/08/2007
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:

Facilitates the development of markets for alternative fuels and Ultra Low Sulfur Diesel fuel through research, development, and demonstration and data collection.

STATUS:

02/17/2007 In SENATE. Read second time.

02/17/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

JS HR 1300

SPONSOR: Hoyer (D)
TITLE: Nations Reduced Reliance on Foreign Oil
INTRODUCED: 03/01/2007
DISPOSITION: Pending
LOCATION: Multiple Committees
SUMMARY:

To strengthen national security and promote energy independence by reducing the Nation's reliance on foreign oil, improving vehicle technology and efficiency, increasing the distribution of alternative fuels, bolstering rail infrastructure, and expanding access to public transit.

STATUS:

03/01/2007 INTRODUCED.

03/01/2007 To HOUSE Committee on ENERGY AND COMMERCE.

03/01/2007 Additionally referred to HOUSE Committee on ARMED SERVICES.

03/01/2007 Additionally referred to HOUSE Committee on OVERSIGHT AND GOVERNMENT REFORM.

03/01/2007 Additionally referred to HOUSE Committee on RULES.

03/01/2007 Additionally referred to HOUSE Committee on SCIENCE.

03/01/2007 Additionally referred to HOUSE Committee on WAYS AND MEANS.

03/01/2007 Additionally referred to HOUSE Committee on HOUSE ADMINISTRATION.

03/01/2007 Additionally referred to HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 1506

SPONSOR: Markey (D)
TITLE: Fuel Economy Standards for Automobiles
INTRODUCED: 03/13/2007
DISPOSITION: Pending
LOCATION: House Energy and Commerce Committee
SUMMARY:

To increase fuel economy standards for automobiles, and for other purposes.

STATUS:

03/13/2007

INTRODUCED.

03/13/2007

To HOUSE Committee on ENERGY AND COMMERCE.

JS S 6

SPONSOR:

Reid (D)

TITLE:

Reducing Foreign and Unsustainable Energy Sources

INTRODUCED:

01/04/2007

DISPOSITION:

Pending

LOCATION:

Senate Finance Committee

SUMMARY:

A bill to enhance the security of the United States by reducing the dependence of the United States on foreign and unsustainable energy sources and the risks of global warming, and for other purposes.

STATUS:

01/04/2007

INTRODUCED.

01/04/2007

In SENATE. Read second time.

01/04/2007

To SENATE Committee on FINANCE.

US S 23

SPONSOR:

Harkin (D)

TITLE:

Renewable Fuel And Energy Security

INTRODUCED:

01/04/2007

DISPOSITION:

Pending

LOCATION:

Senate Commerce, Science & Transportation Committee

SUMMARY:

Promotes renewable fuel and energy security of the United States, and for other purposes.

STATUS:

01/04/2007

INTRODUCED.

01/04/2007

In SENATE. Read second time.

01/04/2007

To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

US S 155

SPONSOR:

Bunning (R)

TITLE:

Coal to Liquid Fuel Activities

INTRODUCED:

01/04/2007

DISPOSITION:

Pending

LOCATION:

Senate Finance Committee

SUMMARY:

Promotes coal to liquid fuel activities.

STATUS:

01/04/2007

INTRODUCED.

01/04/2007

In SENATE. Read second time.

01/04/2007

To SENATE Committee on FINANCE.

US S 183

SPONSOR:

Stevens (R)

TITLE:

Corporate Average Fuel Economy

INTRODUCED:

01/04/2007

DISPOSITION:

Pending

LOCATION:

Senate Commerce, Science & Transportation Committee

SUMMARY:

Requires the establishment of a corporate average fuel economy standard for passenger automobiles of forty miles per gallon 2017, and for other purposes.

STATUS:

01/04/2007

INTRODUCED.

01/04/2007

In SENATE. Read second time.

01/04/2007

To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

Private file: Environment

CA AB 6

AUTHOR:

Houston (R)

TITLE:

Greenhouse Gases: Market-Based Compliance Mechanisms

INTRODUCED:

12/04/2006

DISPOSITION:

Pending

LOCATION:

Assembly Natural Resources Committee

SUMMARY:

Requires the State Air Resources Board to adopt market-based compliance mechanisms to reduce emissions of greenhouse gases.

STATUS:

02/01/2007

To ASSEMBLY Committee on NATURAL RESOURCES.

AB 99	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Feuer (D) Vehicular Air Pollution and Clean Alternative Fuel 12/21/2006 Pending ASSEMBLY Makes legislative findings and declarations regarding the use of clean, alternative fuels. Declares the intent of the Legislature to ensure that no less than 50% of all new cars made available for sale in the state are powered by clean alternative fuels.
	STATUS: 12/21/2006	INTRODUCED.
A AB 109	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Nunez (D) Global Warming Solutions Act of 2006: Annual Report yes no 01/05/2007 Pending Assembly Natural Resources Committee Requires the State Air Resources Board to report to the Legislature annually the status and progress of implementing the Global Warming Solutions Act of 2006. Requires the state to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.
	STATUS: 02/01/2007	To ASSEMBLY Committee on NATURAL RESOURCES.
CA AB 118	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Nunez (D) Alternative Fuels: Funding 01/09/2007 Pending ASSEMBLY Declares legislative intent to provide ongoing funding for alternative fuel research, development, and deployment in order to advance the state's leadership in clean technologies, meet the state's clean air and greenhouse gas emission reduction standards, develop public-private partnerships, and ensure a reliable fuel supply.
	STATUS: 01/09/2007	INTRODUCED.
CA AB 242	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Blakeslee (R) Energy Policy: Emissions of Greenhouse Gases no no 02/01/2007 Pending ASSEMBLY Makes legislative findings and declarations regarding the policy and intent of the state with regard to reductions in emissions of greenhouse gases.
	STATUS: 02/01/2007	INTRODUCED.
CA AB 493	AUTHOR: TITLE: INTRODUCED: DISPOSITION: COMMITTEE: HEARING: SUMMARY:	Ruskin (D) Motor Vehicle Greenhouse Gas Emissions: Incentives 02/20/2007 Pending Assembly Transportation Committee 03/26/2007 1:30 pm Requires the State Air Resources Board to create and implement a clean vehicle incentive program meeting specified requirements, that would provide rebates to, and require surcharges from, purchasers of new motor vehicles based on the vehicle's greenhouse gas emissions to mitigate against

emissions of greenhouse gases from motor vehicles. Creates the Clean Vehicle Incentive Account to be administered by the state board.

STATUS:

03/15/2007

To ASSEMBLY Committee on TRANSPORTATION.

CA AB 505

AUTHOR: Plescia (R)
TITLE: Income and Corporation Taxes: Credits: Hybrid
INTRODUCED: 02/20/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Authorizes a credit against the Personal Income Tax and the Corporation Tax in an amount equal to a percentage of the aggregate amount paid by a taxpayer during the taxable year for a qualified hybrid vehicle.

STATUS:

02/20/2007

INTRODUCED.

CA AB 616

AUTHOR: Jones (D)
TITLE: Smog Check: Annual Inspection
INTRODUCED: 02/21/2007
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Requires the Department of Consumer Affairs to incorporate annual inspection of motor vehicles 15 or greater model years old into the motor vehicle inspection and maintenance program. Requires funds generated through additional inspection fees to be deposited into the High Polluter Repair or Removal Account.

STATUS:

03/01/2007

To ASSEMBLY Committee on TRANSPORTATION.

CA AB 747

AUTHOR: Levine (D)
TITLE: Greenhouse Gas Emission: Fuel Standard
INTRODUCED: 02/22/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Requires the State Air Resources Board to reduce the carbon intensity of the state's transportation fuels. Requires the board to implement a low-carbon fuel standard applicable to refiners, blenders, producers and importers of transportation fuel. Requires the Public Utilities Commission to address how investor-owned utilities can contribute to reduction in greenhouse gas emission in the transportation code.

STATUS:

02/22/2007

INTRODUCED.

CA AB 1077

AUTHOR: Lieber (D)
TITLE: Air Resources Board: Plug-in Hybrid Vehicles
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Enacts the Plug-in Hybrid Electric Vehicle Leadership Act of 2007. Establishes a Plug-in Hybrid Electric Vehicle Coordinating Council to meet and be an ongoing focal point for coordination between entities and organizations working on plug-in hybrid electric vehicle-related activities. Requires the Air Resources Board to develop certification testing protocols for emissions and fuel consumption for the different types of plug-in vehicles.

STATUS:

02/23/2007

INTRODUCED.

CA AB 1190

AUTHOR: Horton (R)
TITLE: Fuel Tax: Exemptions and Credits
INTRODUCED: 02/23/2007
DISPOSITION: Pending
LOCATION: Assembly Revenue and Taxation Committee
SUMMARY:

Decreases the rate of taxes imposed by the Use Fuel Tax Law and the Diesel Fuel Tax Law for Category 2 fuel. Creates a high-carbon fuel tax for Category 3 fuel. Decreases the combined state and federal tax rate limits, as applicable to each type of fuel. Authorizes the Board of Equalization to adjust the rate of high-carbon fuel tax to ensure that the total amount of revenues derived from the tax rate.

STATUS:

03/15/2007

To ASSEMBLY Committee on REVENUE AND TAXATION.

CA AB 1209

AUTHOR:

Karnette (D)

TITLE:

Air Resources Board: Bond Allocation Criteria

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Relates to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. Requires a specified amount of funds to be made available, upon appropriation by the Legislature to the Air Resources Board for emission reductions from activities related to the movement of freight along State trade corridors. Requires the state board to develop guidelines meeting specified requirements for funding allocations.

STATUS:

02/23/2007

INTRODUCED.

CA AB 1488

AUTHOR:

Mendoza (D)

TITLE:

Air Pollution: Smog Check Program: Diesel Vehicles

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Requires the State Air Resources Board to develop and adopt, by regulation, a pilot program to integrate lightweight diesel vehicles into the smog check program. Considers a set percentage of eligible vehicles that would be tested, although vehicle owners would not be subject to disciplinary action based on test results. Requires a related fee.

STATUS:

02/23/2007

INTRODUCED.

CA SB 19

AUTHOR:

Lowenthal (D)

TITLE:

Trade Corridor: Projects to Reduce Emissions: Funding

INTRODUCED:

12/04/2006

DISPOSITION:

Pending

LOCATION:

Senate Rules Committee

SUMMARY:

Declares the intent of the Legislature to enact legislation that establishes conditions and criteria for projects funded under provisions of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

STATUS:

01/18/2007

To SENATE Committee on RULES.

CA SB 70

AUTHOR:

Florez (D)

TITLE:

Biodiesel

INTRODUCED:

01/17/2007

DISPOSITION:

Pending

COMMITTEE:

Senate Business, Professions & Economic Development Committee

HEARING:

03/26/2007 2:00 pm

SUMMARY:

Specifies standards for biodiesel and biodiesel blends. Requires at least on sign stating the concentration of biodiesel. Creates a voluntary CO2 labeling program for petroleum, biodiesel, and finished fuel blends containing biodiesel.

STATUS:

01/25/2007

To SENATE Committees on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT and RULES.

CA SB 71

AUTHOR:

Florez (D)

TITLE:

Alternative Fuels: Biodiesel

INTRODUCED:

01/17/2007

DISPOSITION:

Pending

COMMITTEE:

Senate Transportation and Housing Committee

HEARING:

03/27/2007 1:30 pm

SUMMARY:

Requires all vehicles owned or leased by the state, by a city, county or city and county, or by a mass transit district, that uses diesel fuel to instead use B20 biodiesel fuel or a higher blend of biodiesel. Requires the State Air Resources Board to establish a program to implement and monitor the requirements.

STATUS:

01/25/2007

To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.

S S 280

SPONSOR:

Lieberman (D)

TITLE:

Greenhouse Gas Emissions

INTRODUCED:

01/12/2007

DISPOSITION:

Pending

LOCATION:

Senate Environment and Public Works Committee

SUMMARY:

Provides for a program to accelerate the reduction of greenhouse gas emissions in the United States by establishing a market-driven system of greenhouse gas treatable allowances.

STATUS:

01/12/2007

INTRODUCED.

01/12/2007

In SENATE. Read second time.

01/12/2007

To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

Private file: Housing

CA AB 414

AUTHOR:

Jones (D)

TITLE:

Local Planning: Residential Development

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/16/2007

DISPOSITION:

Pending

COMMITTEE:

Assembly Local Government Committee

HEARING:

04/11/2007 1:30 pm

SUMMARY:

Limits the manner in which a jurisdiction utilizes, in identifying land suitable for residential development to meet the jurisdiction's share of the regional housing need, vacant sites zoned for nonresidential use that allows residential development and for which the applicable zoning and development standards allow substantially all of the site to be developed without residential use.

STATUS:

02/26/2007

To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.

CA AB 723

AUTHOR:

DeVore (R)

TITLE:

Environmental Quality Act

INTRODUCED:

02/22/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Relates to the California Environmental Quality Act. Declares the intent of the Legislature to enact legislation to declare a CEQA Holiday exemption for a period of 5 years for the construction of agricultural employee housing, affordable housing and urban infill housing projects.

STATUS:

02/22/2007

INTRODUCED.

CA AB 842

AUTHOR:

Jones (D)

TITLE:

Regional Plans: Housing and Traffic Reduction

INTRODUCED:

02/22/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Creates eligibility standards for the funds that will be made available from the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 and the Housing and Emergency Shelter Trust of Fund of 2006. Requires that a project be located within a regional plan to reduce the vehicle miles traveled per household.

STATUS:

02/22/2007

INTRODUCED.

AB 971	AUTHOR: Portantino (D) TITLE: Housing: Density Bonuses INTRODUCED: 02/22/2007 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Relates to changes in the Planning and Zoning Law which requires, when a developer of housing proposes a housing development within the jurisdiction of the local government, the city, county, or city and county to provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or the donation of land within the development. STATUS: 02/22/2007 INTRODUCED.
AB 997	AUTHOR: Arambula (D) TITLE: Infill Capital Outlay Project and Planning Grants INTRODUCED: 02/22/2007 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Requires the Department of Housing and Community Development to administer the Regional Planning, Housing, and Infill Incentive Account. Requires specified amounts from the account to be available to fund grants to cities, counties, cities and counties, redevelopment agencies, incorporated mutual water companies, special districts, and nonprofit organizations for capital outlay projects that will serve development on land that meets the definition. STATUS: 02/22/2007 INTRODUCED.
AB 1096	AUTHOR: DeVore (R) TITLE: Environmental Quality Act INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Declares the intent of the Legislature to enact legislation to declare a holiday exemption from the Environmental Quality Act for a period of 5 years for the construction of agricultural employee housing, affordable housing and urban infill housing projects. STATUS: 02/23/2007 INTRODUCED.
AB 1221	AUTHOR: Ma (D) TITLE: Transit Village Developments: Tax Financing INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Allows a city or county that prepares a transit village plan, with the agreement with each government agency that operates every transit station in the transit district, to engage in tax increment financing to fulfill the goals of a transit development plan. STATUS: 02/23/2007 INTRODUCED.
AB 1254	AUTHOR: Caballero (D) TITLE: Property Tax Revenue Allocations INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Assembly Local Government Committee SUMMARY: Requires the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be allocated to the county Educational Revenue Augmentation Fund (ERAF) by the countywide affordable housing amount, and to increase the amount of ad valorem property tax revenue otherwise required to be allocated to a qualified local agency, by that agency's affordable housing amount. STATUS: 03/15/2007 To ASSEMBLY Committee on LOCAL GOVERNMENT.

AB 1256	AUTHOR: Caballero (D) TITLE: Density Bonus: Exemption: Local Inclusionary Ordinance INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Assembly Local Government Committee SUMMARY: Exempts a city, county, or city and county from complying with the density bonus requirement, and the incentive and concession requirement related to low income housing development under the Planning and Zoning Law if the local government has in effect a local inclusionary ordinance, as specified, that meets certain requirements. STATUS: 03/15/2007 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.
A AB 1449	AUTHOR: Saldana (D) TITLE: Density Bonus INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Relates to density bonuses under the Planning and Zoning Law. Revises the eligibility requirements for construction of moderate income housing units to conform to the requirements in existing law for low and very low income housing units. STATUS: 02/23/2007 INTRODUCED.
CA SB 12	AUTHOR: Lowenthal (D) TITLE: Planning and Zoning: SOCAL Association FISCAL COMMITTEE: no URGENCY CLAUSE: yes INTRODUCED: 12/04/2006 LAST AMEND: 01/29/2007 DISPOSITION: Pending FILE: 1 LOCATION: Assembly Second Reading File SUMMARY: Substantially revises the procedure for the Southern California Association of Governments, or delegate subregion, as applicable, to develop a final allocation plan for distributing the existing and projected regional housing need to cities and counties within the region or subregion. STATUS: 03/14/2007 From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass.
CA SB 303	AUTHOR: Ducheny (D) TITLE: Local Government: Housing INTRODUCED: 02/16/2007 DISPOSITION: Pending COMMITTEE: Senate Transportation and Housing Committee HEARING: 03/27/2007 1:30 pm SUMMARY: Requires each county or city general plan to encompass a specified planning and projection period. Requires the housing element statement be relative to the maintenance, preservation, improvement, and development of housing for very low, low- and moderate income households, and special needs housing. Requires an estimate of the maximum number of housing units for specified categories that can be constructed, rehabilitated or conserved over a specified period. Relates to infill procedures. STATUS: 02/28/2007 To SENATE Committees on TRANSPORTATION AND HOUSING and RULES.
CA SB 934	AUTHOR: Lowenthal (D) TITLE: Housing and Infrastructure Zones INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Senate Local Government Committee SUMMARY: Establishes a pilot project allowing for the formation of 100 housing and infrastructure zones in the state. Authorizes Economic Development and Infrastructure Development Bank to finance the purchase, construction, expansion, improvement, seismic retrofit, or rehabilitation of real or other tangible

property, including interchanges, ramps and bridges, material streets, parking facilities, transit facilities, sewage treatment and water reclamation plants and interceptor pipes.

STATUS:

03/15/2007

To SENATE Committees on LOCAL GOVERNMENT and TRANSPORTATION AND HOUSING.

S 683

SPONSOR:

Schumer (D)

TITLE:

Operating and Capital Assistance

INTRODUCED:

02/26/2007

DISPOSITION:

Pending

LOCATION:

Senate Banking, Housing and Urban Affairs Committee

SUMMARY:

Ensures that operating and capital assistance is provided for certain previously assisted public housing dwelling units.

STATUS:

02/26/2007

INTRODUCED.

02/26/2007

In SENATE. Read second time.

02/26/2007

To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.

Private file: HousingBonds

A AB 29

AUTHOR:

Hancock (D)

TITLE:

Infill Development: Incentive Grants

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

12/04/2006

LAST AMEND:

03/05/2007

DISPOSITION:

Pending

COMMITTEE:

Assembly Local Government Committee

HEARING:

04/11/2007 1:30 pm

SUMMARY:

Relates to infill development. Requires certain of the Housing and Emergency Shelter Trust Funds to be made available to the Department of Housing and Community Development for the purposes of making infrastructure grants for construction or acquisition of capital assets to qualifying cities, counties, and cities and counties. Requires a project to meet certain, listed criteria in order to be eligible for grant funding.

STATUS:

03/05/2007

From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.

03/05/2007

In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.

CA AB 792

AUTHOR:

Garcia (R)

TITLE:

Affordable Housing Program

INTRODUCED:

02/22/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Establishes the Environmentally Sustainable Affordable Housing Program consisting of the Construction Liability Insurance Reform Pilot Program, the Green Building, Energy Efficiency and Building Design Program, and the Affordable Housing for Teachers Program. Requires the department to fund these programs.

STATUS:

02/22/2007

INTRODUCED.

CA AB 1017

AUTHOR:

Ma (D)

TITLE:

Housing and Energy Shelter Trust Fund Act of 2006

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Requires that funds made available under the Housing and Emergency Shelter Bond Act for certain purposes be allocated in conformance with certain requirements, including that a funded project be consistent with the general plan of the jurisdiction in which the project is located that not less than an

unspecified percent of the funds allocated to the project be used to assist families of low income in achieving first-time home ownership.

STATUS:

02/22/2007

INTRODUCED.

AB 1053

AUTHOR: Nunez (D)
TITLE: Housing and Emergency Shelter Trust Fund Act
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/23/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Relates to the Housing and Emergency Shelter Trust Fund Act of 2006. Relates to finance of existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Sets forth the intent of the Legislature that funds derived under the bond act be expended in a specified manner.

STATUS:

02/23/2007

INTRODUCED.

AB 1231

AUTHOR: Garcia (R)
TITLE: Infill Development: Incentive Grants
INTRODUCED: 02/23/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Requires the Department of Housing and Community Development to use funds allocated from the Regional Planning, Housing, and Infill Incentive Account to make infrastructure grants for construction or acquisition of capital assets to qualifying cities, counties, and cities and counties. Requires the grants to be used for infrastructure that is directly related to identified infill housing projects.

STATUS:

02/23/2007

INTRODUCED.

AB 1536

AUTHOR: Smyth (R)
TITLE: Housing and Emergency Shelter Trust Fund Act of 2006
INTRODUCED: 02/23/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

States the intent of the Legislature to enact legislation requiring the Department of Parks and Recreation to be the agency authorized to administer the housing-related parks grants in urban, suburban, and rural areas, and to be authorized to administer the grants for park creation, development, or rehabilitation to encourage infill development.

STATUS:

02/23/2007

INTRODUCED.

CA SB 46

AUTHOR: Perata (D)
TITLE: Housing and Emergency Shelter Trust Fund Act
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/22/2006
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:

Makes technical, nonsubstantive changes to the Housing and Emergency Shelter Trust Fund Act of 2006 which authorizes the issuance of bonds to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks.

STATUS:

01/18/2007

To SENATE Committee on RULES.

CA SB 292

AUTHOR: Wiggins (D)
TITLE: State Bond Funds: Allocation
INTRODUCED: 02/15/2007
DISPOSITION: Pending
LOCATION: Senate Rules Committee

SUMMARY:

Establishes the Housing and Emergency Shelter Trust Fund of 2006. Provides for urban greening projects that reduce energy consumption, conserve water, improve air and water quality, and provide for other community benefit, including revolving loan programs. Enacts legislation to develop conditions and criteria for the appropriation and expenditure of such bond funds.

STATUS:

02/20/2007

To SENATE Committee on RULES.

SB 522

AUTHOR:

Dutton (R)

TITLE:

Infill Housing: Incentives

INTRODUCED:

02/22/2007

DISPOSITION:

Pending

LOCATION:

Senate Rules Committee

SUMMARY:

Relates to the finance of existing housing programs, capital outlay related to infill development, brownfield cleanup and housing-related parks. Sets forth findings and declarations regarding expenditure of the funds deposited in the Regional Planning, Housing and Infill Incentive Account.

STATUS:

02/28/2007

To SENATE Committee on RULES.

SB 546

AUTHOR:

Ducheny (D)

TITLE:

Department of Housing and Community Development: Funds

INTRODUCED:

02/22/2007

DISPOSITION:

Pending

LOCATION:

Senate Transportation and Housing Committee

SUMMARY:

Requires a specified report at the Department of Housing and Community Development to include certain information relating to the programs funded under the Housing and Emergency Shelter Trust Fund Act of 2002 and the Housing and Emergency Shelter Trust Fund Act of 2006.

STATUS:

03/08/2007

To SENATE Committee on TRANSPORTATION AND HOUSING.

A SB 753

AUTHOR:

Correa (D)

TITLE:

Affordable Housing Fund: Mobilehome Park Purchase Fund

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

Senate Transportation and Housing Committee

SUMMARY:

Transfers an unspecified sum from the Affordable Housing Innovation Fund to the Mobilehome Park Purchase Fund to provide loans to qualified nonprofit housing sponsors, resident organizations, or low-income residents for the purpose of preserving affordable housing in mobilehome parks.

STATUS:

03/08/2007

To SENATE Committee on TRANSPORTATION AND HOUSING.

Private file: SolidWaste

JS HR 70

SPONSOR:

Davis Jo (R)

TITLE:

Out of State Municipal Solid Waste Regulations

INTRODUCED:

01/04/2007

DISPOSITION:

Pending

LOCATION:

House Energy and Commerce Committee

SUMMARY:

Authorizes States to regulate the receipt and disposal of out-of-State municipal solid waste.

STATUS:

01/04/2007

INTRODUCED.

01/04/2007

To HOUSE Committee on ENERGY AND COMMERCE.

US HR 274

SPONSOR:

Davis Jo (R)

TITLE:

Municipal Solid Waste

INTRODUCED:

01/05/2007

DISPOSITION:

Pending

LOCATION:

House Energy and Commerce Committee

SUMMARY:

Imposes certain limitations on the receipt of out-of-state municipal solid waste.

STATUS:

01/05/2007
01/05/2007

INTRODUCED.
To HOUSE Committee on ENERGY AND COMMERCE.

HR 720

SPONSOR: Oberstar (DFL)
TITLE: Water Pollution Control
INTRODUCED: 01/30/2007
LAST AMEND: 03/09/2007
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:

Authorizes appropriations for State water pollution control revolving funds.

STATUS:

03/12/2007 In SENATE. Read second time.

03/12/2007 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

S S 719

SPONSOR: Lautenberg (D)
TITLE: Surface Transportation Board
INTRODUCED: 02/28/2007
DISPOSITION: Pending
LOCATION: Senate Commerce, Science & Transportation Committee
SUMMARY:

Amends section 10501 of title 49, United States Code, to exclude solid waste disposal from the jurisdiction of the Surface Transportation Board.

STATUS:

02/28/2007 INTRODUCED.

02/28/2007 In SENATE. Read second time.

02/28/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

Private file: Transit

CA AB 387

AUTHOR: Duvall (R)
TITLE: Design-Build: Transit Contracts
INTRODUCED: 02/15/2007
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Amends law that authorizes transit operators to enter into design-build contract according to specified procedures. Provides that the prequalification process is optional for technology or surveillance procurements designed to enhance safety, disaster preparedness, and homeland security efforts. Authorizes transit operators to enter into design-build contract for transit projects that involve state highway construction or local street and road projects.

STATUS:

03/12/2007 To ASSEMBLY Committees on TRANSPORTATION and BUSINESS AND PROFESSIONS.

CA AB 889

AUTHOR: Lieu (D)
TITLE: Metro Green Line Construction Authority
INTRODUCED: 02/22/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Establishes the Metro Green Line Construction Authority for the purpose of awarding and overseeing final design and construction contracts for completion of the Los Angeles-Metro Green Line light rail project that would establish a coastal extension of the Green Line to the north and south, including an initial segment to the Los Angeles International Airport.

STATUS:

02/22/2007 INTRODUCED.

CA AB 901

AUTHOR: Nunez (D)
TITLE: Highway Safety
INTRODUCED: 02/22/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Amends existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of

2006. Makes various findings regarding public transportation and would declare the intent of the Legislature to provide accountability measures in the allocation of those proceeds.

STATUS:

02/22/2007

INTRODUCED.

CA AB 981

AUTHOR:

Ma (D)

TITLE:

High Speed Rail Authority

INTRODUCED:

02/22/2007

DISPOSITION:

Pending

LOCATION:

Assembly Transportation Committee

SUMMARY:

Amends existing law that creates the High Speed Rail Authority with duties relating to the development and implementation of an intercity high speed rail system. Requires the authority to elect a chairperson and a vice chairperson to preside in the chairperson's absence and the authority to elect one or more vice chairpersons.

STATUS:

03/12/2007

To ASSEMBLY Committee on TRANSPORTATION.

CA AB 1221

AUTHOR:

Ma (D)

TITLE:

Transit Village Developments: Tax Financing

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Allows a city or county that prepares a transit village plan, with the agreement with each government agency that operates every transit station in the transit district, to engage in tax increment financing to fulfill the goals of a transit development plan.

STATUS:

02/23/2007

INTRODUCED.

CA AB 1228

AUTHOR:

Solorio (D)

TITLE:

High-Speed Passenger Train Bond Act

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Relates to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Provides that Anaheim is to be the Southern terminus of the initial segment of the high-speed train system. provides for the Anaheim-Irvine segment, the bill would provide that no general obligation bond funds shall be available for construction, but that those funds shall be available only for eligible planning, environmental, and engineering costs.

STATUS:

02/23/2007

INTRODUCED.

CA AB 1240

AUTHOR:

Benoit (R)

TITLE:

Riverside County Transportation Commission

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Authorizes the Riverside County Transportation Commission to enter into those design-build contracts for the purpose of constructing commuter rail lines and would designate that commission as a transit operator for those purposes.

STATUS:

02/23/2007

INTRODUCED.

CA SB 442

AUTHOR:

Ackerman (R)

TITLE:

Public Contracts: Transit Projects: Design-Build

INTRODUCED:

02/21/2007

DISPOSITION:

Pending

COMMITTEE:

Senate Transportation and Housing Committee

HEARING:

04/10/2007 1:30 pm

SUMMARY:

Amends existing law that authorizes transit operators to enter into a design-build contract. Specifies that such provisions apply only to transit projects, and that transit projects do not include highway construction or local street and road projects. Specifies that project include, but are not limited to,

high-occupancy vehicle lane connecting State Route 22 to Interstates 405 and 604.

STATUS:

02/28/2007

To SENATE Committee on TRANSPORTATION AND HOUSING.

A SB 650

AUTHOR:

Padilla (D)

TITLE:

Vehicles: Maximum Length: Exceptions

INTRODUCED:

02/22/2007

DISPOSITION:

Pending

COMMITTEE:

Senate Transportation and Housing Committee

HEARING:

04/10/2007 1:30 pm

SUMMARY:

Extends to 65 feet the maximum vehicle length with exception for an articulated bus or articulated trolley coach.

STATUS:

03/08/2007

To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 724

AUTHOR:

Kuehl (D)

TITLE:

Public Utilities Commission: Rate Setting

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

Senate Rules Committee

SUMMARY:

Authorizes the Public Utilities Commission to determine whether a proceeding requires a hearing, and if so, to determine whether the matter requires a quasi-legislative, adjudication, or a rate setting hearing.

STATUS:

03/08/2007

To SENATE Committee on RULES.

US HR 238

SPONSOR:

Waxman (D)

TITLE:

Funding for San Fernando Valley Metro Rail Project

INTRODUCED:

01/04/2007

DISPOSITION:

Pending

LOCATION:

SENATE

SUMMARY:

Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.

STATUS:

02/07/2007

In HOUSE. Discharged from HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

02/07/2007

In HOUSE. Passed HOUSE. *****To SENATE.

US S 497

SPONSOR:

Boxer (D)

TITLE:

Los Angeles to San Fernando Valley Metro Rail Project

INTRODUCED:

02/06/2007

DISPOSITION:

Pending

LOCATION:

Senate Banking, Housing and Urban Affairs Committee

SUMMARY:

Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.

STATUS:

02/06/2007

INTRODUCED.

02/06/2007

In SENATE. Read second time.

02/06/2007

To SENATE Committee on BANKING, HOUSING AND URBAN AFFAIRS.

Private file: Transportation

CA AB 57

AUTHOR:

Soto (D)

TITLE:

Highways: Safe Routes to School Construction Program

INTRODUCED:

12/04/2006

DISPOSITION:

Pending

COMMITTEE:

Assembly Transportation Committee

HEARING:

03/26/2007 1:30 pm

SUMMARY:

Deletes the January 1, 2008, repeal date of the Safe Routes to School construction program, thereby extending the provisions indefinitely. Deletes the January 1, 2008, repeal date of provisions authorizing state and local entities to secure and expend federal funds for programs related to bicycles and

pedestrian safety and traffic-calming measures in high-hazard locations.

STATUS:

02/01/2007

To ASSEMBLY Committee on TRANSPORTATION.

AB 256

AUTHOR:

Huff (R)

TITLE:

State Highway Operation and Protection Programs

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/05/2007

DISPOSITION:

Pending

LOCATION:

Assembly Transportation Committee

SUMMARY:

Relates to the state highway operation and protection program. Appropriates to the department, from funds in the State Highway Account the amount identified for traffic safety projects.

STATUS:

03/12/2007

In ASSEMBLY Committee on TRANSPORTATION: Not heard.

A AB 642

AUTHOR:

Wolk (D)

TITLE:

Design-Build: Counties, Cities & Special Districts

INTRODUCED:

02/21/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Authorizes any county, with the approval of the board of supervisors, to enter into design-build contracts in accordance with specified provisions. Expands design-build contracts to include water resource facilities and wastewater treatment projects.

STATUS:

02/21/2007

INTRODUCED.

CA AB 663

AUTHOR:

Galgiani (D)

TITLE:

Pupils: Parent Involvement

INTRODUCED:

02/21/2007

DISPOSITION:

Pending

LOCATION:

Assembly Governmental Organization Committee

SUMMARY:

States the intent of the Legislature to enact legislation that would encourage school districts to establish parent involvement programs that have proven effective in increasing the involvement of parents who do not speak English.

STATUS:

03/15/2007

To ASSEMBLY Committee on GOVERNMENTAL ORGANIZATION.

CA AB 784

AUTHOR:

Karnette (D)

TITLE:

Transportation Bonds

INTRODUCED:

02/22/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Amends the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Adopts guidelines and policies to ensure timely use of these bond funds by requiring construction on a project to begin no later than a certain date. Provides that applicants for bond funds not comply with competitive bidding requirements.

STATUS:

02/22/2007

INTRODUCED.

CA AB 867

AUTHOR:

Davis (D)

TITLE:

Transportation Analysis Zones

INTRODUCED:

02/22/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Requires each metropolitan planning organization and each transportation planning agency, in developing the regional transportation plan, to factor the mobility of low-income and minority residents into its computer analysis of regional transportation analysis zones. Requires results of such analysis to be availed to the public.

STATUS:

02/22/2007

INTRODUCED.

AB 899	AUTHOR: Parra (D) TITLE: Transportation Facilities INTRODUCED: 02/22/2007 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Relates to existing law that authorizes the Department of Transportation and regional transportation agencies to enter into up to 4 comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. STATUS: 02/22/2007 INTRODUCED.
A AB 1003	AUTHOR: Jeffries (R) TITLE: Department of Transportation FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/22/2007 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Provides that a local or regional agency that is contributing an unspecified portion of a state highway project's costs from local revenues may request the Department of Transportation to provide dedicated personnel or other resources pursuant to a special agreement between the agency and the department in order to expedite the department's review of the project. STATUS: 03/12/2007 To ASSEMBLY Committee on TRANSPORTATION.
CA AB 1295	AUTHOR: Spitzer (R) TITLE: Transportation Facilities: Tolls: Riverside County INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: States the intent of the Legislature to enact legislation relative to high-occupancy toll (HOT) lanes and value pricing programs in Riverside County. STATUS: 02/23/2007 INTRODUCED.
CA AB 1306	AUTHOR: Huff (R) TITLE: Sales Taxes on Gasoline INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Reduces the portion of gasoline sales tax revenues that are deposited in the Public Transportation Account by eliminating what is commonly known as the spillover formula. Increase revenues from the sales tax on gasoline that are deposited in the General Fund. Requires those revenues to be transferred to the Transportation Investment Fund. STATUS: 02/23/2007 INTRODUCED.
CA AB 1322	AUTHOR: Duvall (R) TITLE: Transportation Facilities: Public-Private Partnerships INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Relates to transportation facilities constructed by public-private partnerships. Makes changes to provision whereby negotiated lease agreements must be submitted to the legislature for approval or rejection, with approval to be achieved by enactment of a statute. STATUS: 02/23/2007 INTRODUCED.
CA AB 1499	AUTHOR: Garrick (R)

TITLE: Department of Transportation: Design-Build
INTRODUCED: 02/23/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Authorizes the Department of Transportation to use the design-build procurement process for its state highway construction contracts.

STATUS:
02/23/2007 INTRODUCED.

CA SB 45

AUTHOR: Perata (D)
TITLE: Transportation Funds for Capital Projects
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/22/2006
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:

States the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account.

STATUS:
01/18/2007 To SENATE Committee on RULES.

CA SB 56

AUTHOR: Runner G (R)
TITLE: Highway Construction Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/10/2007
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Declares the intent of the Legislation to authorize a demonstration program that would allow a careful examination of the benefits and challenges of using a design-build method of procurement for transportation projects. Authorizes certain state and local transportation entities to use a design-build process for contracting on transportation projects. Requires a transportation entity to implement a labor compliance program for design-build projects. Establishes a procedure for submitting bids.

STATUS:
01/25/2007 To SENATE Committees on TRANSPORTATION AND HOUSING and RULES.

CA SB 61

AUTHOR: Runner G (R)
TITLE: Transportation: Public Private-Partnerships
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/16/2007
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Authorizes the Department of Transportation or regional transportation agency nominating a project to pay a stipend to proposers of a project under certain conditions. Authorizes the department or regional transportation agencies to enter into agreement under which a private entity constructs a transportation project that is operated without the charging of a toll or user fee, but where the private entity receives compensation in the form of a shadow toll or other type of payment.

STATUS:
01/25/2007 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 184

AUTHOR: Alquist (D)
TITLE: Transportation Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/06/2007
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 03/27/2007 1:30 pm
SUMMARY:

Limits provisions of existing law that authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to

expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation to projects advanced for expenditure by an eligible entity.

STATUS:

02/15/2007

To SENATE Committee on TRANSPORTATION AND HOUSING.

SB 427 **AUTHOR:** Harman (R)
TITLE: Environmental Quality Act: Impact Reports
INTRODUCED: 02/21/2007
DISPOSITION: Pending
LOCATION: Senate Environmental Quality Committee
SUMMARY:
Authorizes a lead agency to prepare a short form environmental impact report for a project subject to the Cal. Environmental Quality Act (CEQA) if the project meets specified criteria, including that the project is a qualified urban use, provides housing or employment near specified areas, and incorporates specified mitigation measures.
STATUS:
02/28/2007 To SENATE Committee on ENVIRONMENTAL QUALITY.

A SB 445 **AUTHOR:** Torlakson (D)
TITLE: Road User Task Force
INTRODUCED: 02/21/2007
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 04/10/2007 1:30 pm
SUMMARY:
Creates the Road User Task Force.
STATUS:
02/28/2007 To SENATE Committee on TRANSPORTATION AND HOUSING.

A SB 717 **AUTHOR:** Perata (D)
TITLE: Transportation Investment Fund
INTRODUCED: 02/23/2007
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 04/10/2007 1:30 pm
SUMMARY:
Continues the Transportation Investment Fund in existence and specifies the use of revenues deposited in that fund from gasoline sales tax revenues subject to Article XIX B beginning in the 2008-09 fiscal year.
STATUS:
03/08/2007 To SENATE Committees on TRANSPORTATION AND HOUSING and REVENUE AND TAXATION.

CA SB 826 **AUTHOR:** Padilla (D)
TITLE: Solid Waste: Environmental Justice
INTRODUCED: 02/23/2007
DISPOSITION: Pending
LOCATION: Senate Environmental Quality Committee
SUMMARY:
Requires the Integrated Waste Management Board to adopt state minimum stands to identify and mitigate environmental justice impacts in disproportionately affected communities in which solid waste facilities are located, including providing advance notice regarding permitting or enforcement, and specified mitigation measures.
STATUS:
03/08/2007 To SENATE Committee on ENVIRONMENTAL QUALITY.

CA SB 872 **AUTHOR:** Ackerman (R)
TITLE: State-Local Partnership Program
INTRODUCED: 02/23/2007
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
Creates the State-Local Partnership Program and appropriates a specified amount per year for 5 years beginning in the 2010-11 fiscal year. Provides for allocation of state funds to eligible highway and mass transit guideway projects nominated by local agencies are to be funded with at least 50% of local funds

derived from a locally imposed transportation sales tax.

STATUS:

03/15/2007

To SENATE Committee on TRANSPORTATION AND HOUSING.

SB 974

AUTHOR:

Lowenthal (D)

TITLE:

Ports: Congestion Relief: Environmental Mitigation

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

Senate Transportation and Housing Committee

SUMMARY:

Requires the Ports of Los Angeles and Long Beach to transmit 1/2 of the funds derived from imposition of the fee to the Southern California Port Congestion Relief Trust Fund. Requires the Port of Oakland to transmit 1/2 of the funds derived from imposition of the fee to the Northern California Port Congestion Relief Trust Fund and 1/2 to the Northern California Port Mitigation Relief Trust Fund.

STATUS:

03/15/2007

To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.

SB 1016

AUTHOR:

Wiggins (D)

TITLE:

Diversion: Alternative Compliance System

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

Senate Environmental Quality Committee

SUMMARY:

Enacts the Alternative Diversion Compliance System Act. Requires each city, county, and regional agency to implement the diversion programs set forth in its source reduction and recycling element. Requires each city, county, and regional agency to prepare an initial update of its source reduction and recycling element and the household hazardous waste element to reflect all diversion programs that the jurisdiction is implementing.

STATUS:

03/15/2007

To SENATE Committee on ENVIRONMENTAL QUALITY.

CA SB 1020

AUTHOR:

Padilla (D)

TITLE:

Solid Waste: Diversion

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

Senate Environmental Quality Committee

SUMMARY:

Requires, on and after January 1, 2012, that a city or county divert from landfill disposal or transformation no less than 75% of all solid waste, through source reduction, recycling, and composting activities.

STATUS:

03/15/2007

To SENATE Committee on ENVIRONMENTAL QUALITY.

US HR 238

SPONSOR:

Waxman (D)

TITLE:

Funding for San Fernando Valley Metro Rail Project

INTRODUCED:

01/04/2007

DISPOSITION:

Pending

LOCATION:

SENATE

SUMMARY:

Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect to the Los Angeles to San Fernando Valley Metro Rail project, California.

STATUS:

02/07/2007

In HOUSE. Discharged from HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

02/07/2007

In HOUSE. Passed HOUSE. *****To SENATE.

US HR 1053

SPONSOR:

Miller Ga (R)

TITLE:

California Transportation Projects

INTRODUCED:

02/14/2007

DISPOSITION:

Pending

LOCATION:

House Transportation & Infrastructure Committee

SUMMARY:

Authorizes the Secretary of Transportation to carry out certain transportation projects in the State of California to relieve congestion on State Route 91.

STATUS:

02/14/2007
02/14/2007

INTRODUCED.
To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

JS HR 1195

SPONSOR:

Oberstar (DFL)

TITLE:

Safe Accountable Flexible Efficient Transportation Act

INTRODUCED:

02/27/2007

DISPOSITION:

Pending

LOCATION:

House Transportation & Infrastructure Committee

SUMMARY:

Amends the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users to make technical corrections; relates to other purposes.

STATUS:

02/27/2007
02/27/2007

INTRODUCED.
To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 1493

SPONSOR:

Mica (R)

TITLE:

Secretary of Transportation Grant Authorizations

INTRODUCED:

03/13/2007

DISPOSITION:

Pending

LOCATION:

House Transportation & Infrastructure Committee

SUMMARY:

To authorize the Secretary of Transportation to make grants to public transportation agencies, over-the-road bus operators, railroads, and other certain entities to improve security, and for other purposes.

STATUS:

03/13/2007
03/13/2007

INTRODUCED.
To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US HR 1516

SPONSOR:

Oberstar (DFL)

TITLE:

To Authorize Appropriations For Activities Under T

INTRODUCED:

03/14/2007

DISPOSITION:

Pending

LOCATION:

House Transportation & Infrastructure Committee

SUMMARY:

To authorize appropriations for activities under the Federal railroad safety laws for fiscal years 2008 through 2011, and for other purposes.

STATUS:

03/14/2007
03/14/2007

INTRODUCED.
To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

US S 184

SPONSOR:

Inouye (D)

TITLE:

Rail and Surface Transportation Security

INTRODUCED:

01/04/2007

DISPOSITION:

Pending

LOCATION:

SENATE

SUMMARY:

Provides improved rail and surface transportation security.

STATUS:

02/15/2007

From SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION: Reported with an amendment in the nature of a substitute.

02/15/2007

In SENATE. Placed on SENATE Legislative Calendar.

US S 234

SPONSOR:

Kerry (D)

TITLE:

Television White Spaces

INTRODUCED:

01/09/2007

DISPOSITION:

Pending

LOCATION:

Senate Commerce, Science & Transportation Committee

SUMMARY:

Requires the FCC to issue a final order regarding television white spaces.

STATUS:

01/09/2007

INTRODUCED.

01/09/2007
01/09/2007

In SENATE. Read second time.
To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

IS S 294

SPONSOR: Lautenberg (D)
TITLE: Reauthorizing Amtrak
INTRODUCED: 01/16/2007
DISPOSITION: Pending
LOCATION: Senate Commerce, Science & Transportation Committee
SUMMARY:

A bill to reauthorize Amtrak, and for other purposes.

STATUS:

01/16/2007 INTRODUCED.
01/16/2007 In SENATE. Read second time.
01/16/2007 To SENATE Committee on COMMERCE, SCIENCE, AND TRANSPORTATION.

Private file: TransportationBonds

CA AB 412

AUTHOR: Smyth (R)
TITLE: Transportation: Project Delivery Deadlines
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/16/2007
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Requires the Transportation Commission, in order to ensure the timely use of Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act Funds, to specify project delivery deadlines for each program category for which the commission has the authority under the bond act to allocate funds.

STATUS:

02/26/2007 To ASSEMBLY Committee on TRANSPORTATION.

CA AB 784

AUTHOR: Karnette (D)
TITLE: Transportation Bonds
INTRODUCED: 02/22/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Amends the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Adopts guidelines and policies to ensure timely use of these bond funds by requiring construction on a project to begin no later than a certain date. Provides that applicants for bond funds not comply with competitive bidding requirements.

STATUS:

02/22/2007 INTRODUCED.

CA AB 995

AUTHOR: Nava (D)
TITLE: Ports Infrastructure, Security, and Air Quality
INTRODUCED: 02/22/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

States the intent of the Legislature to advance certain goals and policies relating to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006.

STATUS:

02/22/2007 INTRODUCED.

CA SB 9

AUTHOR: Lowenthal (D)
TITLE: Trade Corridor Improvement: Transportation Project
INTRODUCED: 12/04/2006
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:

Amends existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. Requires a sum to be transferred to the Trade Corridors Improvement Fund. Provides for infrastructure improvements along federally designated Trade Corridors of National Significance. Sets forth the intent of the Legislature to enact legislation that establishes a process for the selection of transportation

projects.
STATUS:
01/18/2007

To SENATE Committee on RULES.

SB 19 **AUTHOR:** Lowenthal (D)
 TITLE: Trade Corridor: Projects to Reduce Emissions: Funding
 INTRODUCED: 12/04/2006
 DISPOSITION: Pending
 LOCATION: Senate Rules Committee
 SUMMARY:
 Declares the intent of the Legislature to enact legislation that establishes conditions and criteria for projects funded under provisions of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.
 STATUS:
 01/18/2007 To SENATE Committee on RULES.

A SB 45 **AUTHOR:** Perata (D)
 TITLE: Transportation Funds for Capital Projects
 FISCAL COMMITTEE: no
 URGENCY CLAUSE: no
 INTRODUCED: 12/22/2006
 DISPOSITION: Pending
 LOCATION: Senate Rules Committee
 SUMMARY:
 States the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account.
 STATUS:
 01/18/2007 To SENATE Committee on RULES.

CA SB 47 **AUTHOR:** Perata (D)
 TITLE: Transportation Bonds
 INTRODUCED: 12/22/2006
 DISPOSITION: Pending
 LOCATION: Senate Rules Committee
 SUMMARY:
 States the intent of the Legislature to enact provisions governing project eligibility, matching fund requirements, and the application process relative to allocation of bond proceeds of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to the State-Local Partnership Program.
 STATUS:
 01/18/2007 To SENATE Committee on RULES.

CA SB 262 **AUTHOR:** Runner G (R)
 TITLE: Transportation: Trade Corridors Improvement
 INTRODUCED: 02/14/2007
 DISPOSITION: Pending
 LOCATION: Senate Transportation and Housing Committee
 SUMMARY:
 Requires the Transportation Commission, when allocating certain funds to projects, to consider the impact of a project on goods movement and port operations in the Southern California region and the potential of a project to benefit the inland port concept in order to relieve congestion at and in the vicinity of the Port of Los Angeles and the Port of Long Beach.
 STATUS:
 02/20/2007 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 286 **AUTHOR:** Dutton (R)
 TITLE: Transportation Bonds: Implementation
 INTRODUCED: 02/15/2007
 DISPOSITION: Pending
 LOCATION: Senate Transportation and Housing Committee
 SUMMARY:
 Requires bond funds for local street and road purposes to be allocated in cycles. Requires the Controller to use the population figures from the Department of Finance in making allocations to cities.
 STATUS:
 02/20/2007 To SENATE Committee on TRANSPORTATION AND HOUSING.

SB 307	AUTHOR: Dutton (R) TITLE: Goods Movement INTRODUCED: 02/16/2007 DISPOSITION: Pending LOCATION: Senate Rules Committee SUMMARY: States the intent of the Legislature to incorporate the Southern California National Freight Gateway Strategy into the Goods Movement Action Plan. STATUS: 02/28/2007 To SENATE Committee on RULES.
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SB 716	AUTHOR: Perata (D) TITLE: Transit Operations INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Senate Rules Committee SUMMARY: States the intent of the Legislature to establish the process through which transit operators may apply for an allocation of funds from the Public Transportation Modernization, Improvement, and Service Enhancement Account. STATUS: 03/08/2007 To SENATE Committee on RULES.
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A SB 745	AUTHOR: Oropeza (D) TITLE: Transportation Funding: Port Security INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Senate Rules Committee SUMMARY: States the intent of the Legislature to require the Office of Emergency Services to develop criteria for allocating general obligation bonds for port, harbor, and ferry terminal security. STATUS: 03/08/2007 To SENATE Committee on RULES.
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A SB 748	AUTHOR: Corbett (D) TITLE: Transportation INTRODUCED: 02/23/2007 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: States the purposes of the State-Local Partnership Program to be allocated by the Transportation Commission to eligible transportation projects nominated by transportation agencies. Requires the Transportation Commission to adopt guidelines for the program. STATUS: 03/08/2007 To SENATE Committee on TRANSPORTATION AND HOUSING.
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Private file: Tribes

CA AB 169	AUTHOR: Levine (D) TITLE: Joint Powers Authorities: Indian Tribes FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 01/23/2007 DISPOSITION: Pending LOCATION: Assembly Local Government Committee SUMMARY: Provides that 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6 - county region of the Southern California Association of Governments. STATUS: 03/12/2007 To ASSEMBLY Committee on LOCAL GOVERNMENT.
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Private file: Water

TITLE: Water Quality: Santa Ana Region
INTRODUCED: 12/04/2006
DISPOSITION: Pending
LOCATION: Assembly Environmental Safety and Toxic Materials Committee
SUMMARY:

Establishes the Santa Ana Regional Water Quality Improvement Project and the Santa Ana Regional Water Quality Improvement Board. Authorizes a city or county to allow a discharger within its jurisdiction, upon the request of the discharger, to become subject to regulation by the Santa Ana Regional Water Quality Improvement Board. Authorizes the developer of a development project to agree to pay a fee to the appropriate city or county, based on the acreage and density of the proposed development project.

STATUS:
02/01/2007 To ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.

CA AB 141

AUTHOR: Saldana (D)
TITLE: Water Quality: Baja California Border Region
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/17/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Declares that it is the intent of the Legislature to enact legislation to improve water quality in the state in the California-Baja border region.

STATUS:
01/17/2007 INTRODUCED.

CA AB 224

AUTHOR: Wolk (D)
TITLE: Water Supply Planning
INTRODUCED: 01/29/2007
DISPOSITION: Pending
LOCATION: Assembly Water, Parks and Wildlife Committee
SUMMARY:

Requires the Department of Water Resources to prepare and deliver to all State Water Project contractors, all city and county planning departments, and all regional and metropolitan planning departments within the project service area, a report that accurately sets forth, under a range of hydrologic conditions, the then-existing overall delivery capability of the project facilities and the allocation of that capacity to each contractor.

STATUS:
02/26/2007 To ASSEMBLY Committees on WATER, PARKS AND WILDLIFE and NATURAL RESOURCES.

CA SB 27

AUTHOR: Simitian (D)
TITLE: Clean Drinking Water: Water Supply Security
INTRODUCED: 12/04/2006
DISPOSITION: Pending
LOCATION: Senate Natural Resources and Water Committee
SUMMARY:

Enacts the Clean Drinking Water, Water Supply Security, and Environmental Improvement Bond Act of 2007 which, if approved by the voters would authorize, for purposes of financing a water conveyance and environmental improvement program, the issuance, pursuant to General Obligation Bond Law, of bonds.

STATUS:
02/01/2007 To SENATE Committees on NATURAL RESOURCES AND WATER, ENVIRONMENTAL QUALITY and RULES.

US HR 122

SPONSOR: Dreier (R)
TITLE: Reclamation Wastewater and Groundwater Study
INTRODUCED: 01/04/2007
LAST AMEND: 03/05/2007
DISPOSITION: Pending
LOCATION: Senate Energy and Natural Resources Committee
SUMMARY:

Amends the Reclamation Wastewater and Groundwater Study and Facilities Act to authorize the Secretary of the Interior to participate in the Inland Empire regional recycling project and in the

Cucamonga Valley Water District recycling project.

STATUS:

03/06/2007

In SENATE. Read second time.

03/06/2007

To SENATE Committee on ENERGY AND NATURAL RESOURCES.

S HR 700

SPONSOR:

McNerney (D)

TITLE:

Federal Water Pollution Control Act

INTRODUCED:

01/29/2007

LAST AMEND:

03/08/2007

DISPOSITION:

Pending

LOCATION:

Senate Environment and Public Works Committee

SUMMARY:

To amend the Federal Water Pollution Control Act to extend the pilot program for alternative water source projects.

STATUS:

03/09/2007

In SENATE. Read second time.

03/09/2007

To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

Private file: WaterBonds

CA AB 41

AUTHOR:

La Malfa (R)

TITLE:

Water Resources: Bond Proceeds

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

12/04/2006

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Relates to the Disaster Preparedness and Flood Prevention Bond Act of 2006, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. Declares that funds derived from these bond acts be expended in the most cost-efficient and effective manner possible.

STATUS:

12/04/2006

INTRODUCED.

CA AB 1253

AUTHOR:

Caballero (D)

TITLE:

Regional and Local Land Use Plans

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Declares the Legislature's intent to enact legislation governing the eligibility and application process for those funds that are available for the development of regional and local land use plans.

STATUS:

02/23/2007

INTRODUCED.

CA AB 1297

AUTHOR:

Arambula (D)

TITLE:

Water: Regional Water Management Plans

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Provides that not more than a percentage of the amounts listed on the allocation schedule for the 12 identified water regions be made available to any identified region that has not adopted an integrated regional water management plan, for the purpose of developing the plan.

STATUS:

02/23/2007

INTRODUCED.

CA AB 1303

AUTHOR:

Smyth (R)

TITLE:

Urban Greening Act of 2007

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Requires the Department of Parks and Recreation to establish a local assistance program to offer grants

to an eligible city, county or district authorized to provide park, recreational or open-space services.

STATUS:

02/23/2007

INTRODUCED.

AB 1602

AUTHOR:

Nunez (D)

TITLE:

Environment: Sustainable Communities

INTRODUCED:

02/23/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Establishes the sustainable communities and urban greening grant program. Grants to local public agencies and nonprofit organizations for the purpose of improving the sustainability and liability of communities through the development of green infrastructure that provides multiple benefits, including improved air and water quality, energy and water conservation, climate change mitigation and recreational and other community benefits.

STATUS:

02/23/2007

INTRODUCED.

SB 27

AUTHOR:

Simitian (D)

TITLE:

Clean Drinking Water: Water Supply Security

INTRODUCED:

12/04/2006

DISPOSITION:

Pending

LOCATION:

Senate Natural Resources and Water Committee

SUMMARY:

Enacts the Clean Drinking Water, Water Supply Security, and Environmental Improvement Bond Act of 2007 which, if approved by the voters would authorize, for purposes of financing a water conveyance and environmental improvement program, the issuance, pursuant to General Obligation Bond Law, of bonds.

STATUS:

02/01/2007

To SENATE Committees on NATURAL RESOURCES AND WATER, ENVIRONMENTAL QUALITY and RULES.

A SB 59

AUTHOR:

Cogdill (R)

TITLE:

Reliable Water Supply Bond Act of 2008

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/11/2007

DISPOSITION:

Pending

LOCATION:

Senate Natural Resources and Water Committee

SUMMARY:

Enacts the Reliable Water Supply Bond Act, which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance of bonds. Requires the Secretary of State to submit the bond act to the voter.

STATUS:

01/25/2007

To SENATE Committee on NATURAL RESOURCES AND WATER.

CA SB 167

AUTHOR:

Negrete McLeod (D)

TITLE:

General Plans: Planning Grants and Incentives

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/01/2007

LAST AMEND:

03/12/2007

DISPOSITION:

Pending

COMMITTEE:

Senate Local Government Committee

HEARING:

03/21/2007 9:30 am

SUMMARY:

Requires the Governor's Office of Planning and Research to award grants and loans to cities and counties to prepare and adopt general plans, habitat conservation plans, zoning ordinances, design standards, regional blueprint projects, and municipal service reviews, including the costs of complying with the California Environmental Quality Act. Appropriates funds from the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Fund of 2006 for the 2007-08 fiscal year.

STATUS:

03/12/2007

From SENATE Committee on LOCAL GOVERNMENT with author's amendments.

03/12/2007

In SENATE. Read second time and amended. Re-referred to Committee on

LOCAL GOVERNMENT.

A SB 732	AUTHOR:	Steinberg (D)
	TITLE:	Coastal Protection Bond Act of 2006
	INTRODUCED:	02/23/2007
	DISPOSITION:	Pending
	LOCATION:	Senate Natural Resources and Water Committee
	SUMMARY:	
	Relates to investor-owned public utility regulated by the Public Utilities Commission. Defines local public agency as a local public agency that is a city, county, city and county, special district, corporation, or mutual water company. Establishes the Forestland Conservation Program.	
	STATUS:	
	03/08/2007	To SENATE Committee on NATURAL RESOURCES AND WATER.

CA SB 763	AUTHOR:	Ridley-Thomas (D)
	TITLE:	Hazardous Substances: Brownfields Cleanup
	INTRODUCED:	02/23/2007
	DISPOSITION:	Pending
	LOCATION:	Senate Rules Committee
	SUMMARY:	
	Declares the intent of the Legislature to enact legislation to promote the timely cleanup of hazardous substances release sites that are brownfields, consistent with the passage of specified bond acts approved by the voters at the November 7, 2006, statewide general election.	
	STATUS:	
	03/08/2007	To SENATE Committee on RULES.

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MEMO

DATE: April 5, 2007
TO: Regional Council
FROM: Don Rhodes, Manager, Government Affairs, (213) 236-1840, Rhodes@scag.ca.gov
SUBJECT: SCAG's Sacramento Legislative Day Overview

BACKGROUND:

The 2007 SCAG Sacramento Legislative Day is tentatively planned for Wednesday, May 23. The one-day visit will consist of meetings with legislators, selected officials, and senior staff. The May 23 date was selected to follow the release of the Governor's May Revise budget.

Consistent with SCAG's legislative initiatives, a principal focus of the SCAG 2007 Legislative Day will be the implementation of the infrastructure bonds in order to maximize allocation for the SCAG region. The process of allocating funds under the control of the Legislature has recently commenced with a series of committee hearings where SCAG has been providing testimony.

A review of SCAG's Legislative Program and pending legislation will be undertaken to identify other issues.

FISCAL IMPACT:

The cost of the SCAG Legislative Day is contained in the current fiscal year budget.

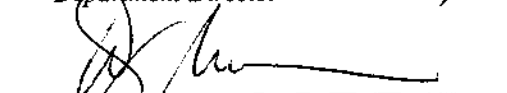
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

MEMO

DATE: April 5, 2007

TO: Regional Council

FROM: Don Rhodes, Manager of Government and Public Affairs, (213) 236-1840,
Rhodes@scag.ca.gov

SUBJECT: SCAG 2007 Federal Consensus Trip

BACKGROUND:

As many of you know, SCAG conducted its fifth annual federal consensus trip to Washington, D.C. from Tuesday February 27, 2007 through Thursday March 1, 2007. The focus of the trip related to goods movement issues including dedicated funding, innovative financing and federal match for our recently-passed state transportation bond.

We had productive meetings with several key transportation officials including Rick Capka, Administrator, Federal Highway; Tyler Duval, Assistant Secretary for Policy, USDOT; Rick Steinman, Deputy Administrator Federal Transit Administration; Congressman John Mica (R-FL); Johnnie Kaberle, Senior Policy Advisor to Congressman Roy Blunt (R-MO); and Congressman Allen Boyd (D-FL) who is "Chairman" of the "blue dog Democrats." We also met with key committee staff and representatives of our U.S. Senators' offices.

After the formal meetings SCAG staff visited Speaker Pelosi's office every office of the Southern California Congressional delegation to talk to staff and distribute our Consensus printed materials and SCAG's Legislative Program.

There was a good turnout from the SCAG region for the trip including Harry Baldwin, San Gabriel Mayor; Art Brown, Buena Park City Councilmember; Larry McCallon, Highland Mayor Pro Tem; Jeff Stone, Riverside County Supervisor; Ron Roberts, Temecula City Councilmember; Robin Lowe, Hemet City Councilmember; Judy Dunlap, Inglewood City Councilmember; Bonnie Lowenthal, Long Beach Vice Mayor; Sharon Neely, Alameda Corridor East Construction Authority; Jim Preusch, Alameda Corridor Transportation Authority; Chad Molnar, staff for Los Angeles City Councilmember Bill Rosendahl; Mark Pisano, SCAG Executive Director; Jim Gosnell, SCAG Deputy Executive Director; other SCAG staff and myself.

We would like to thank each of the delegation members for their contributions.

Attached is a short slide presentation on our visits and a copy of the two-page handout we distributed during the trip.

MEMO


Reviewed by:

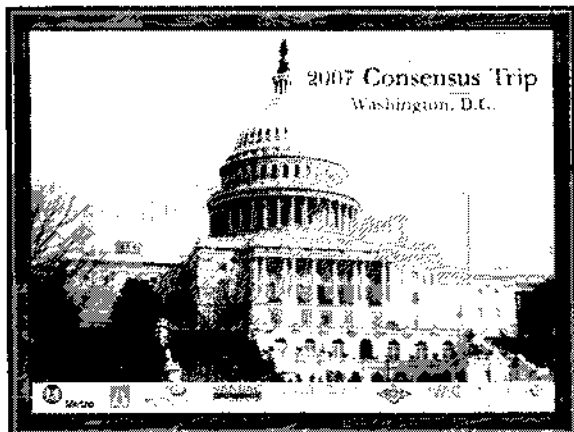

Division Manager

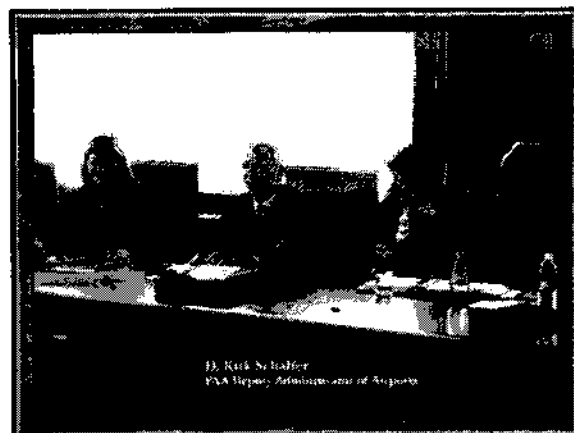
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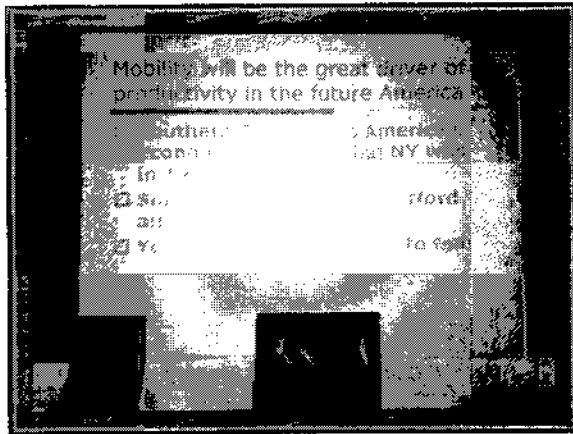

Department Director

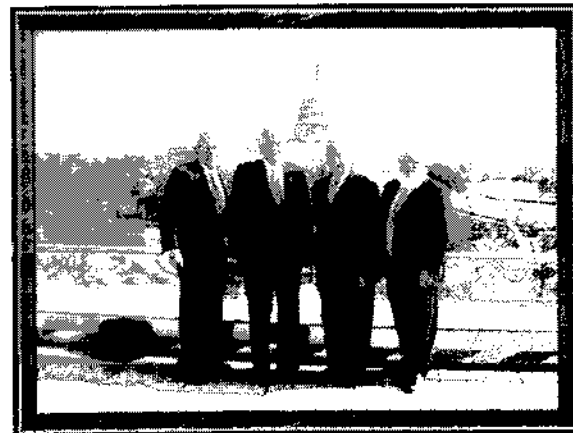
Reviewed by:


Chief Financial Officer









Goods Movement Priorities for Southern California

Southern California is the loading dock for the United States

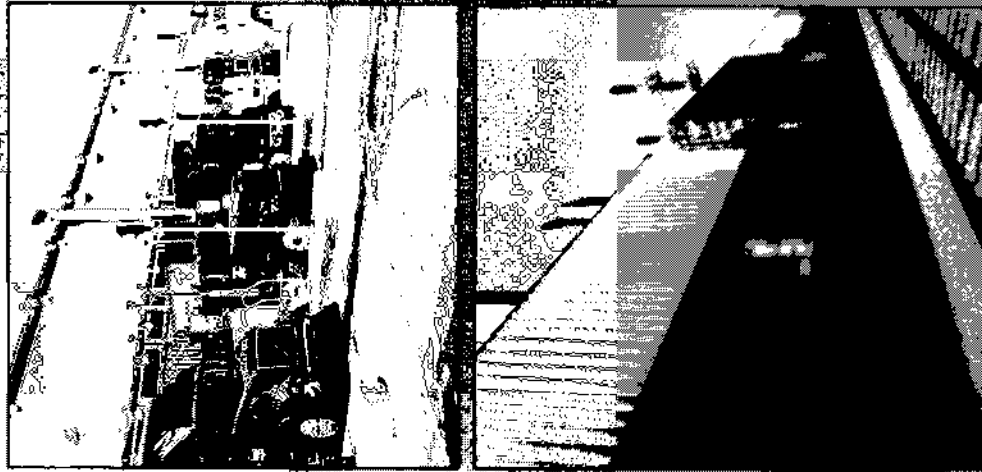
✓ 43% of all US Imports pass through the Ports of Los Angeles and Long Beach.

✓ \$200 billion in trade passed through the ports in 2006 supporting a national total of 3 million jobs, which paid over \$61 billion in income.

✓ 70% of Southern California's transportation revenue comes from local taxes. Communities are not paying a disproportionate share of the environmental and infrastructure costs of goods movement.

✓ \$3.1 billion was approved by California voters in November 2006 to match supplemental funding from federal and other sources for infrastructure and environmental improvements along federally designated "Trade Corridors of National Significance."

Goods Movement in Southern California provides global competitiveness for the entire United States.



The SCAG region hosts the majority of the nation's traffic for freight movement by sea, air, land and rail.

But, the price is high.

Southern California has a disproportionate share of the financial and environmental burdens of serving as the nation's global gateway.

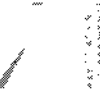
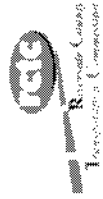
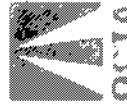
Our challenge is to address the infrastructure demands of an overburdened goods movement system while maintaining a healthy environment and livable communities for Southern California residents.

We need:

- ✓ Additional dedicated funding for large multi-state and regional goods movement projects.
- ✓ Legislative authority and funding to capitalize on innovative financing opportunities to increase the capability for public-private investment including: tax credit bonds, tax credit equity financing, and an expanded TIFIA Program to provide assistance during the initial phases of project development.
- ✓ Matching funds for billions of dollars of state bond monies to fund trade corridor projects.
- ✓ Other sources of public and private funds for goods movement such as homeland security, defense, user fees, and custom duties.
- ✓ Federal assistance to compensate the region for the disproportionate costs borne locally and regionally for the goods movement services provided to the rest of the nation.
- ✓ Regulatory and legislative actions to move the environmental clearance process, protect our communities, address environmental concerns and clarify the environmental process.
- ✓ Focused use of CMAQ funds for environmental protection related to the mitigation of goods movement projects.
- ✓ Reduction of pollutants from foreign-registry vessels.



Metro



MEMO

DATE: April 5, 2007

TO: Regional Council

FROM: Mark Pisano, Executive Director, pisano@scag.ca.gov

SUBJECT: Transportation Funding from America 2050 American Association of State Highway and Transportation Officials (AASHTO)

Vision for Metropolitan Transportation (Draft)

Report Organization

This report summarizes the findings of the panel that examined a vision for metropolitan transportation. The report is divided into five major sections. The next section briefly presents a case of why a metropolitan focus is important for the development of a national transportation vision. The next section presents the panel's assumptions and expectations as they relate to future metropolitan area characteristics, and their implications to future transportation system performance. The panel then offers in the next section its own perspectives of what might be included in a vision statement as it relates to metropolitan transportation systems. The final section discusses recommended federal leadership roles in developing a transportation system for the 21st century. The appendix provides more detailed information on panel discussions relating to different aspects of our charge.

Why a Metropolitan Focus as Part of a National Vision?

Metropolitan areas are today, and will be even more so in the future, the center of population and economic growth in the United States. For example, over 70 percent of the population and employment growth and 80 percent of the economic wealth of the United States is projected to occur in 10 large mega-regions (representing about 33 percent of the land mass). Metropolitan areas represent large investments in transportation infrastructure and services, with the vast majority of trips made in the United States occurring within their boundaries. They are the gateways for international trade, and themselves act as major production and consumer markets. Given the concentration of population and economic activity, metropolitan areas also have large environmental "footprints" for transportation-related pollutants. Finally, as the nation's economy evolves toward a structure based on a concentration of economic activities in mega-regions, metropolitan areas serve as the basic economic engines within such regions.

Assumptions and Expectations of Future Metropolitan Area Characteristics

The panel realizes that metropolitan areas of the future will likely be very different from one another, thus presenting a challenge in describing future characteristics that could be generalized to all. However, the panel felt that it was important to provide some sense of what can be expected with respect to the characteristics of the future metropolitan transportation system and of the urban context within which it exists. For our purposes, "future" is defined as within the next 30 years.

The (growing) metropolitan area will:

MEMO

- Continue to exhibit a wide range of urban densities, with relatively dense activity centers populating transportation nodes where high levels of accessibility are provided. The recent trend in many metropolitan areas of population moving into central cities will continue, especially reflecting the changing demographics and age distribution of the population.
- Place increasing emphasis on community investment that improves quality of life for its residents and for businesses. This suggests a growing policy linkage between urban design/land use/transportation/education/housing and other policy areas that when combined define a community's character. It seems likely that many communities will also rely more on market mechanisms to meet community goals.
- Be more connected to the global marketplace and thus be more concerned about international transportation connections and the economic development opportunities provided by foreign investment.
- Be much more integrated with growing mega-region economies in the United States and thus view their "region" more broadly than just the Metropolitan Planning Organization study boundary.
- Still be centers for logistics and distribution of goods and products for its residents, but the future needs of the freight and logistics industries will influence both desired transportation system performance as well as land use and environmental quality considerations.

The metropolitan transportation system will:

- Rely on multiple modes of transportation, with emphasis given to making intermodal connections as seamless as possible.
- Place greater emphasis on investments that enhance system reliability.
- Use pricing strategies much more than today to best manage transportation service, and in general, rely on a wider range of service provision models than currently exists (e.g., likely a greater role for private firms).
- See a much greater penetration of technology in the vehicle fleet as well as in system management that will provide many more capabilities than today in monitoring system performance, navigating through a congested network, and communicating with other users of the system.
- Be aggressively operated and managed to get as much person throughput in the system as is possible given driver and vehicle characteristics.
- Include more facilities that provide selected use for certain vehicle types to improve operations and to enhance productivity for system users. For example, the panel envisions greater use of truck-only lanes/roads to improve truck movements in and through metropolitan areas.
- Be converting to less energy-intensive and less polluting means of propulsion.
- Be funded from a "menu" of funding sources coming from both public revenues and seeing more in the way of private/market investment.

Components of a National Vision (from a Metropolitan perspective)

The panel offers the following ideas as considerations for a national transportation vision. Please note that these are not vision statements themselves, but simply concepts that could describe some component of such a vision:

Within the next 30 years....

- State and metropolitan transportation systems will be managed on the basis of service performance outcomes, which means that desired outcomes are specified and transportation service providers are given the flexibility and resources to best achieve these outcomes. Outcomes could relate to such things as accessibility, safety/security, system throughput, connectivity, environmental quality (with emphasis on greenhouse gas emissions), and energy consumption.
- The nation's transportation system is viewed from the perspective of the benefits it provides to society, such as connecting us to each other and to the world, contributing to a community's quality of life, promoting economic development, etc. Transportation will be viewed as a service, not just building infrastructure.
- The transportation system will be financed, built, operated and maintained through a variety of different institutional models and mechanisms. In any given metropolitan area, both public revenues and private investment dollars will support the transportation system.
- The federal government has adopted a critical leadership and funding role in some aspects of the national transportation system. For example, a national consensus has led to the federal government, working through the states, taking primary responsibility for preserving, aggressively managing and expanding (where needed) the interstate highway system. The federal government has also provided funding for inter-regional high capacity passenger and freight corridor improvements, and funding to keep the metropolitan transportation system as a basic ingredient for economic success and competitiveness in a global market.
- The movement of goods has become a major concern for transportation service providers. Public transportation agencies have come to understand that freight transportation is often a form of inventory management, and that it relates to globe-spanning supply chains. International gateways, such as ports and airports, are viewed as part of a national transportation system and public investment (including federal dollars) has been targeted on improving access to these facilities. In addition, high capacity, high speed freight corridors have been developed that connect key economic markets in the United States.
- Metropolitan areas have realized that economic competitiveness is more than the movement of freight, but also depends on quality of life characteristics that are needed to attract economic investment and new development. To many metropolitan areas, this has meant a closer linkage between transportation investment and such things as land use, environmental quality, sustainability, and housing policies.

These elements of a vision imply the following for the transportation system:

- Desirable transportation system characteristics include that it:
 - Is integrated system across all modes
 - Provides multimodal/intermodal options
 - Promotes connectivity within, through, and to other regions
 - Is efficient and cost effective
 - Provides choices and travel flexibility
 - Enhances reliability
 - Targets services to different markets (such as truck only lanes) often for a price
 - Is performance-based, providing for public accountability of the investments made

Summary of Recommended Federal Roles

The panel divided its discussion into three major areas: economic competitiveness/mega-regions; system integration/performance/customer expectations; and system preservation/freight. The corresponding recommendations for a federal role relating to each section are summarized below.

Economic Competitiveness and Mega-Regions

1. The federal government should establish performance outcome measures for transportation systems of national significance. For those applying to metropolitan areas, these measures would focus on the ability of the metropolitan transportation system to enable economic competitiveness, and to serve as a major contributor to a mega-region's economy.
2. The federal government should adopt a role of promoting innovative financial strategies for transportation system investment. Federal incentives (e.g., tax code) or enabling financing institutions (e.g., infrastructure banks) or guaranteeing infrastructure loans are some of the strategies that should be considered or expanded.
3. There is a federal role in supporting metropolitan transportation systems, including providing some portion of the funding for such systems. Federal funding could be targeted on bottlenecks (such as nationally significant freight-related facilities—ports, major intermodal terminal access roads, etc.)
4. Given the concentration of national economic activity in well-defined mega-regions, there is a role for the federal government in providing investment in the areas that are not part of these mega-regions so that they are not economically disadvantaged. Preserving national cohesion and connectivity requires the active involvement of the national government.
5. The interstate highway network is essential for enhancing the economic competitiveness of the nation by its connectivity within the United States and the access it provides to international gateways. Preserving, aggressively managing and expanding the interstate network should be the responsibility of the federal government, working through the states.
6. The federal government should act as a convener and possible partner in multi-state and especially for multi-country agreements.

MEMO

System Integration, Performance and Customer Expectations

1. Given the continuing evolution in the application of ITS technologies to both vehicles and transportation infrastructure/services, there is a federal role in assuring standardization of desired technology performance outcomes that assures the interoperability of such technologies throughout the country
2. For those metropolitan systems identified as being of national significance, the federal government should establish desired performance outcomes, but allow states and local governments to determine the best combination of strategies for achieving them.
3. Federal planning guidance on suggested processes for delivering these outcomes should be developed. In addition, guidance on strengthening the linkage between transportation and land use is desirable. One of the important elements of this linkage important today, and even more so in the future, is the relationship between housing availability and the provision of transportation services. From a broad public policy perspective, the trade-offs being made between the location of affordable housing and transportation decisions are closely linked (e.g., moving into the far suburbs to find an affordable home often results in long commutes). State DOTs and MPOs need to understand this relationship and participate in metropolitan-level policy discussions when this issue is debated.
4. A critical assessment should be undertaken of the federal role in the transportation project development process to identify where improved process efficiency could occur. In this regard, the federal role is more appropriately one of program assessor or auditor than it is of program or project director. This does not mean that the federal role in environmental protection should be removed. Different intergovernmental models should be examined to foster a more effective project development process.
5. Given the focus on performance outcome measures, the federal government should examine the type of transportation system data currently collected and the use of this data to support decision making. Do these data support a performance outcome approach toward system management and decision making? If not, the federal government should implement a data collection and data management plan that supports such an approach at the national level. In addition, as private investors, operators and program deliverers become more involved in providing and operating the transportation system, the federal government is in a unique position to make sure that proprietary data collected as part of such operations are collected and shared with public agencies.
6. Federal incentives and/or financing mechanisms should be put in place in partnership with other governments and the private sector to foster investment in intermodal facilities of national significance. Many of these facilities will be located in metropolitan areas, and will have a major influence on both the movement of freight and passengers.

System Preservation and Freight

1. The interstate highway system is the single most important transportation investment made in the last 50 years. The federal government should target more federal funds on Interstate preservation, 4R projects and possibly maintenance; aggressive management of Interstate operations, and expansion of the network where warranted. By so doing, the federal government is preserving the massive investment it has made in this network. All parts of the country would benefit.

MEMO

2. Federal investment should be targeted on strategies and facilities that promote efficient access to gateway regions.
3. There is a strong federal role for requiring ports and airports to be part of regional plans and investment strategies. Investments on facilities that access ports and airports, for example, should not rely solely on state or regional transportation funding. In the case of airports, passenger facility charge revenues should be allowed to be used for access improvements that facilitate airport operations. The national aviation plan also does not look at the possibility of rail investments in rail to satisfy the demand for short-haul air trips...it should.
4. An outcome-oriented approach to asset condition should be encouraged, and perhaps required for systems of national significance. One way of doing this is to promote the use of asset management systems that identify the most cost-effective asset preservation strategies.
3. Many transit assets, funded with federal support, are reaching their useful life. Federal support is needed to keep these assets in good condition.
4. With respect to freight, the federal government should develop a national freight policy that examines the relative roles of different levels of government and of the private sector. This policy should articulate a proactive role for the federal government in making the nation's freight system more efficient and productive, including the provision of federal investment to remove system bottlenecks. A major focus of this policy should be freight movement in and through metropolitan areas, inter-regional connections, and access to and from international gateways.
5. For national trade or freight corridors, the federal government needs to be actively engaged in developing coordinated strategies for improving corridor performance. This could entail providing incentives for multi-state action, and/or encouraging innovative institutional and financing structures for corridor improvements.
6. The federal government should provide incentives (such as tax investment credits) to encourage private investment in the freight system. This could be part of a broader public/private investment strategy or aimed at individual companies.
7. The federal government should be the major source of freight movement data in the country. There needs to be a major commitment to enhancing the freight database, and in making this data available to state and metropolitan transportation officials.

Appendix

Economic Competitiveness and Mega-Regions

General Themes:

1. Why is the economic competitiveness of metropolitan areas a national concern? Metropolitan areas serve as major contributors to the evolving mega-region structure for the national economy. They serve as international gateways; centers of economic growth (national competitiveness is tied to mega-regions' economic success), are sources of transportation costs in the international supply chain; are areas of potentially significant environmental impacts; and have massive amounts of transportation infrastructure that need to be preserved. Within metropolitan areas, economic competitiveness in today's economy implies providing a quality of life that appeals to all members of society, and thus the need for looking at community investment from a very broad perspective, including linking together transportation, housing, environmental quality, and economic development.
2. Although the mega-region construct is useful and reflects likely trends, it does not represent an aspirational view of what the nation should become. If this is the future, there is a very real federal role in providing national cohesion and redressing inequities between those benefiting from economic success and those that will not. Preserving and expanding, where appropriate, the interstate highway network should be a primary national policy to address regional inequities.
3. A national system of high capacity passenger and freight corridors is needed to provide national connectivity, an interstate "plus" strategy. Metropolitan transportation systems are connected to intra-region, inter-regional trips and metropolitan area travel, and thus should be viewed as a critical foundation for national economic success.
4. Metropolitan areas have significant sustainability challenges, including being the source of many national environmental concerns, e.g., air quality, energy, water quality, etc. With respect to greenhouse gases, because of the activities that occur within a metropolitan area and due to their sheer size, they are major sources of carbon-based pollutants (in other words, metropolitan areas have a very large "carbon footprint"). A sustainability strategy for a metropolitan area would not only include a less polluting transportation system, but also a coordinated land use and urban design strategy that encourages short trip distances and trips made by means other than the single occupant vehicle.
5. Given expected population growth, metropolitan transportation systems will need greater person and freight throughput capacity...this is not always road capacity. This additional throughput needs to be provided in a way that minimizes the consumption of non-renewable resources and utilizes the best financing abilities of both the public and private sectors. There is a federal role in providing this throughput capacity.

Federal role

1. The federal government should establish performance outcome measures for transportation systems of national significance. These outcome measures would focus on the ability of the metropolitan transportation system to enable economic competitiveness, and to serve as a major contributor to a mega-region's economy.

2. The federal government should adopt a role of promoting innovative financial strategies for transportation system investment. Federal incentives (e.g., tax code) or enabling financing institutions (e.g., infrastructure banks) or guaranteeing infrastructure loans are some of the strategies that should be considered or expanded.
3. There is a federal role in supporting metropolitan transportation systems, including providing some portion of the funding for such systems. Federal funding could be targeted on bottlenecks (such as nationally significant freight-related facilities—ports, major intermodal terminal access roads, etc.)
4. Given the concentration of national economic activity in well-defined mega-regions, there is a role for the federal government in providing investment in the areas not part of these mega-regions so that they are not “left behind.” Preserving national cohesion and connectivity requires the active involvement of the national government.
5. The interstate highway network is essential for enhancing the economic competitiveness of the nation by its connectivity within the United States and the access it provides to international gateways. Preserving, aggressively managing and expanding the interstate network should be the responsibility of the federal government, working through the states.
6. The federal government should act as a convener and possible partner in multi-state and especially for multi-country agreements.

System Integration, Performance and Customer Expectations

General Themes:

1. System integration has many different dimensions:
 - a. System performance: An integrated transportation system implies providing a system that is reliable, has sufficient capacity to promote appropriate speeds in metropolitan areas, is managed and operated in a coordinated manner and provides for efficient intermodal connections. Some strategies that are part of an integrated system include aggressive management of system operations with links to performance outcome measures; use of ITS technologies in system management (it is expected that vehicle technology and route planning will be much further advanced in 10-15 years), promoting redundancy in network design, and providing dedicated truck and transit corridors.
 - b. Land use: Land use has been, and will continue to be, primarily the prerogative of local governments. However, the role of land use and urban development in fostering an integrated transportation system is critical to the long-term success of a metropolitan transportation system. And the performance of the metropolitan transportation system is a pre-requisite to future development patterns and land use decisions. State DOTs and MPOs need to be “at the table” to influence such decisions (this will obviously vary from one part of the country to another). Context sensitive solutions is also part of this approach;
 - c. Policy integration: Transportation services enable other activities to occur, and there are often inherent tradeoffs made by metropolitan residents in considering such things as housing location and the commuting time and cost. Such interactions have not been part of the policy considerations in most metropolitan areas, and yet it is important to make the dimensions of these tradeoffs explicit.

MEMO

DOTs need to view customer service and revenue-backed community-oriented perspectives on future development as part of doing business in urban areas. Transportation policy discussions on investment programs need to be broadened to understand how transportation services can be a catalyst to achieving other goals, such as providing a truly coordinated perspective on improving community quality of life. Key message...buy into transportation for what it gives you. We need to talk about the benefits of transportation service much more.

2. Customer expectations are an important consideration in the development of a transportation system vision. Transportation customers expect to travel seamlessly without knowing or caring which agency is responsible for the infrastructure or service being used at any particular point along the trip. Given different travel markets, different customers will likely have different expectations on the levels of service desired. There is a role for the federal government in moving away from a project perspective toward service performance.
3. In many metropolitan areas, transportation system management is balkanized into different organizations. An integrated perspective on system management is needed to meet the expectations of customers that seamless transportation is not organization-specific. This customer expectation suggests that transportation providers are really service or mobility managers.
4. Institutional capacity is critical for providing transportation services. In a typical metropolitan area, this usually means the interaction among many different organizations including both public agencies and private firms. The panel identified several institutional issues that are important to the overall success of not only metropolitan transportation systems, but also of the nation's transportation system.
 - a. Should transportation agencies have a role in housing discussions? Housing and transportation trade-off decisions are made every day in metropolitan areas – that is people often have to travel a greater distance to find affordable housing. This trade-off affects the performance of the transportation system. In almost all cases, land use decisions are the responsibility of local governments. However, there is a role for state DOTs and MPOs in raising this trade-off as a public policy issue and in analyzing it as part of the planning process. Some panel members felt that having a regional agreement on coordinated growth policies (such as housing) has more influence on travel patterns than transportation (both highway and transit) facility planning.
 - b. The federal government needs to be pro-active in helping the institutional decision making processes in economic mega-regions. Given the interstate nature of most of these economic markets, the federal government is an important actor in moving transportation investment in the direction of fostering the economic competitiveness of mega-regions.
 - c. With an evolving structure toward a multi-sector (public and private) provision of transportation services, are there other organizational models that can be considered for planning for and providing the most cost effective service? A re-examination of state/MPO/local and private sector relationships is necessary given this changing context. There is little flexibility in the federal planning regulations to change the MPO structure.

- d. For example, should the MPO have other-than-government representatives as voting members of the policy board? The business model we are heading into might require it. If we want aggressive service delivery as a focus, overlay the requirements of such an approach onto existing institutions and ask whether they are able to deliver desired performance outcomes. Twenty to thirty years from now, is there a new model?
- e. There needs to be more flexibility in moving dollars among federal funding categories. As currently used, these categories represent artificial constraints. If one adopts a performance outcome system management approach to decision making, there is no need for dedicated funding programs.
- f. In some cases, there is no mechanism for coordinating transit funds going to a transit property with state and regional investment plans (this is not true for every state). Again, if an outcomes-based decision-making structure was implemented there would be no need for separate transit funding (the panel did not reach a consensus on this conclusion). With a performance outcome oriented program delivery, state DOTs and local elected officials would need to be partners in investing dollars in the best strategy to achieve their outcomes.
- g. Institutional success in the future could very well be tied to public accountability. In many cases, transportation agencies are not held accountable for poor performance. We have done a good job building the basic transportation system, but have not done so well with respect to achieving the basic outcomes of this system.
- h. Although tried before, there was a sentiment among panel members that as we concentrate on system performance outcomes, we should be able to determine which components of the nation's transportation system constitute a "national transportation system." Within 30 years, we should be able to reach such an accomplishment.

Federal role

1. Given the continuing evolution in the application of ITS technologies to both vehicles and transportation infrastructure/services, there is a federal role in assuring standardization of desired technology performance outcomes that assures the interoperability of such technologies throughout the country
2. For those metropolitan systems identified as being of national significance, the federal government should establish desired performance outcomes, but allow states and local governments to determine the best combination of strategies for achieving them.
3. Federal planning guidance on suggested processes for delivering these outcomes should be developed. In addition, guidance on strengthening the linkage between transportation and land use is desirable. One of the important elements of this linkage that is important today, and will become even more important in the future, is the relationship between housing availability and the provision of transportation services. From a broad public policy perspective, the trade-offs being made between the location of affordable housing and transportation decisions are closely linked (e.g., moving into the far suburbs to find an affordable home often results in long commutes). State DOTs and MPOs need to understand this relationship and participate in metropolitan-level policy discussions when this issue is debated.

4. A critical assessment should be undertaken of the federal role in the transportation project development process to identify where improved process efficiency could occur. In this regard, the federal role is more appropriately one of program assessor or auditor than it is of program or project director. This does not mean that the federal role in environmental protection should be removed. Different intergovernmental models should be examined to foster a more effective project development process.
5. The federal government should be a major participant in and/or convener for multi-state or and especially for multi-country transportation policy, program or project interactions.
6. Given the focus on performance outcome measures, the federal government should examine the type of transportation system data currently collected and the use of this data to support decision making. Do these data support a performance outcome approach toward system management and decision making? If not, the federal government should implement a data collection and data management plan that supports such an approach at the national level. In addition, as private investors, operators and program deliverers become more involved in providing and operating the transportation system, the federal government is in a unique position to make sure that proprietary data collected as part of such operations are collected and shared with public agencies.
7. Federal incentives and/or financing mechanisms should be put in place in partnership with other governments and the private sector to foster investment in intermodal facilities of national significance. Many of these facilities will be located in metropolitan areas, and will have a major influence on both the movement of freight and passengers.

System Preservation and Freight

General Themes:

System Preservation:

1. Given the huge federal investment in the interstate system, priority should be given to preserving this asset. The overall priority for federal funding and action is to first preserve, aggressively manage, then expand the system where necessary. The interstate network needs to be recognized as a federal concern, and preserved and managed with federal dollars...this could be a good basis for developing a national constituency.
2. Much of the most important transportation infrastructure in the country is coming to the end of its useful life. System preservation should be one of the most important goals of a national transportation investment strategy. The approach to doing so should be to adopt asset management principles and processes for determining the optimal approach toward investment. Asset management is a good management principle for managing other assets as well. In some cases, one might want to have different levels of preservation expectations for different types of roads.
3. Given the importance of gateways (such as ports and airports) to the nation's economy, federal investments should be focused on the interstate highway network and on other systems of national significance accessing these gateways.

MEMO

This is a key argument for keeping the federal government engaged in the nation's transportation system. However, in order for this to be effective, states and regions have to get a good handle on the real costs and the actual price tag for preserving this national system.

4. Transit properties also have significant asset preservation needs, with many of these assets having been partially funded with federal dollars. Federal support is needed to provide the most economically efficient decision on keeping this asset base in good condition.

Freight:

5. With respect to freight, the national, inter-regional and metropolitan movement of goods is critical to the future of the nation. Bottlenecks become important inhibitors to national economic productivity. It is thus in the national interest to develop and maintain a freight-efficient national transportation system. This would include the creation of high capacity corridors, improvements to gateways, and the removal of bottlenecks (many of which are located in metropolitan areas).
6. It is important to understand goods movement as really an inventory management strategy. The evolution in global logistics has fundamentally changed the way freight moves into, through and out of the country. The implications of these changes to transportation is the need for greater reliability in system performance, more flexibility in providing quick responses to changing system demands, and promoting a shared responsibility among different government levels and the private sector.
7. Because of the multi-state nature of these corridors, the federal government has an important role in fostering collaboration and in developing innovative financing mechanisms for improving corridor performance.

Federal role

1. The interstate highway system is the single most important transportation investment made in the last 50 years. The federal government should target more federal funds on Interstate preservation, 4R projects and possibly maintenance; aggressive management of Interstate operations, and expansion of the network where warranted. By so doing, the federal government is preserving the massive investment it has made in this network. All parts of the country would benefit.
2. Federal investment should be targeted on strategies and facilities that promote efficient access to gateway regions.
3. There is a strong federal role for requiring ports and airports to be part of regional plans and investment strategies. Investments on facilities that access ports and airports, for example, should not rely solely on state or regional transportation funding. In the case of airports, passenger facility charge revenues should be allowed to be used for access improvements that facilitate airport operations. The national aviation plan also does not look at the possibility of rail investments in rail to satisfy the demand for short-haul air trips...it should.
4. An outcome-oriented approach to asset condition should be encouraged, and perhaps required for systems of national significance. One way of doing this is to promote the use of asset management systems that identify the most cost-effective asset preservation strategies.

5. Many transit assets, funded with federal support, are reaching their useful life. Federal support is needed to keep these assets in good condition.
6. With respect to freight, the federal government should develop a national freight policy that examines the relative roles of different levels of government and of the private sector. This policy should articulate a proactive role for the federal government in making the nation's freight system more efficient and productive, including the provision of federal investment to remove system bottlenecks. A major focus of this policy should be freight movement in and through metropolitan areas, inter-regional connections, and access to and from international gateways.
7. For national trade or freight corridors, the federal government needs to be actively engaged in developing coordinated strategies for improving corridor performance. This could entail providing incentives for multi-state action, and/or encouraging innovative institutional and financing structures for corridor improvements.
8. The federal government should provide incentives (such as tax investment credits) to encourage private investment in the freight system. This could be part of a broader public/private investment strategy or aimed at individual companies.
9. The federal government should be the major source of freight movement data in the country. There needs to be a major commitment to enhancing the freight database, and in making this data available to state and metropolitan transportation officials.

REGIONAL ECONOMIC FORECAST CONFERENCE
“The Middle Class on Life Support...Strategies for
Revitalizing Southern California’s Economy

March 9, 2007

The purpose of the conference was to address the issue of the shrinking middle class and how corrective measures can become an economic development strategy for Southern California.

In 2004, 36% of the region’s income was evenly distributed between the top 3.5% (269,000) and the bottom 50% (3,900,000) of income earning families. The remaining 64% was earned by the 46.5% of families somewhere in the middle.

Summary of Major Topics Addressed:

- The anticipated energy brought forth to the economy by the hard work and entrepreneurship of a continuing influx of immigrants.
- The need for public/private partnerships on dedicated truck ways; design build for highway construction; reducing the CEQA burden on expansions in existing corridors; organizational framework to oversee negotiating and building the goods movement network; creation of “new market tax credits” whereby investors can earn credits against their bottom line tax bill for investing in infrastructure (as is done with low income housing).
- Goods movement as a means to provide upward economic mobility for the 44.0% of Southern California adults 25 and over who discontinued their education at high school level.
- Clean air-quality and environmental issues.
- Training for the adult workforce, paraprofessionals, and information based support jobs to sustain the service/office based economy.
- Skill training for high school students.
- Enhancement of the Transitional Assistance Departments to provide more support and preparation for the first rung in career ladders.
- Affordable housing for the middle class.

REPORT

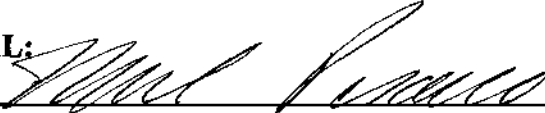
DATE: April 5, 2007

TO: Administrative Committee
Regional Council

FROM: Wayne Moore, Chief Financial Officer, 213-236-1804, moore@scag.ca.gov

SUBJECT: Applications for US DOT Urban Partnership Agreement, Value Pricing Pilot Program and Intelligent Transportation System Program

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Authorize SCAG to apply for, and if awarded, accept the United States Department of Transportation (USDOT) Urban Partnership designation and Value Pricing Pilot Program and Intelligent Transportation System Program grant funds.

BACKGROUND:

The USDOT is soliciting applications, due April 30, 2007, to enter into an Urban Partnership Agreement with USDOT. Also due April 30, 2007 are separate applications for grant funds under the Value Pricing Pilot Program (VPP) and Intelligent Transportation System Operational Testing to Mitigate Congestion Program (ITS-OTMC)

The Urban Partner Program is seeking metropolitan areas willing to implement a comprehensive policy response to urban congestion, including (a) a congestion pricing demonstration, (b) enhanced transit services, (c) an increased use of telecommuting and flex scheduling, and (d) advanced technology deployments. USDOT plans to select 1-5 "Urban Partners," and will support them with available financial resources, regulatory flexibility, and Departmental expertise. Agencies with the designation will receive preferential treatment in the award of VPP and ITS-OTMC grant funds. Preliminary designations will be announced by June 8, 2007 and USDOT will work with these agencies to determine Urban Partner feasibility. Final Urban Partner designation will be announced by August 8, 2007, along with the awards for VPP and ITS-OTMC grant funds

SCAG staff is working with representatives of Los Angeles County Metropolitan Transportation Authority (LA Metro), City of Los Angeles, Caltrans, Los Angeles County, and the Ports of Long Beach and Los Angeles to jointly apply for the Urban Partnership designation. Work is also underway to develop one or more applications for VPP and ITS-OTMC grant funds. Applications are in development for an Integrated Corridor Management (ICM) project along the I-10 from Santa Monica to the I-57, and the expansion of freeway corridor management planning project currently being conducted by SCAG for the I-210 and I-405 under a State Planning and Research grant administered by Caltrans. Additional information about these grant programs is summarized below.

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Urban Partnership Agreements

USDOT is seeking metropolitan areas that demonstrate strategies with a track record of effectiveness in reducing traffic congestion to enter into partnership with USDOT. Signatories may include city and county governments, MPO's, State DOT's, chambers of commerce, academic institutions, or other responsible organizations. In return for a commitment to adopt innovative, system-wide solutions to traffic congestion, USDOT proposes to support its Urban Partners with resources (funding from a combination of grants, loans, and borrowing authority), regulatory flexibility, expedited federal approvals, and dedicated expertise and personnel. Although no funding is associated with the Urban Partners designation, funding preference will be given to Urban Partner agencies that separately apply for VPP and ITS-OTMC grant funds.

Value Pricing Pilot Program (VPP)

The overall objective of the VPP program is to establish local value pricing pilot programs. The VPP program's primary focus is on value pricing with road tolls, with a secondary focus on other market-based approaches for congestion relief that do not involve road tolls, such as mileage-based vehicle taxes and leasing fees, parking pricing, and car sharing.

Projects are being sought that have the greatest potential to lead to significant, broad, and near-term congestion relief and achieve at least one of the following: (1) build public support and a technical foundation for near term congestion pricing; (2) develop a pricing program with detailed plans and specifications leading to near-term implementation; and/or (3) implement broad-based pricing and evaluate its effectiveness. Implementation projects should bring about new pricing while pre-implementation projects should demonstrate that near-term implementation is likely, most preferably by January 2009, especially for FY 2007 applications. A maximum of \$12 million is authorized for each of the fiscal years 2007 through 2009 to be made available to carry out the VPP program requirements.

Intelligent Transportation System Operational Testing to Mitigate Congestion Program (ITS-OTMC)

The overall objective of the ITS-OTMC Program is to facilitate the operational testing and evaluation of innovative and aggressive congestion reduction strategies incorporating ITS systems that can demonstrate measurable reductions in congestion levels in the deployment areas. Up to \$100 million over three years will be awarded through the ITS-OTMC Program in support of innovative technology-based strategies to reduce congestion. Projects are sought that address the operational testing and evaluation of innovative uses of technology to address congestion on a specific facility or facilities, such as a corridor, an urban area or region, and that can directly result in significant, broad, and near-term congestion relief (e.g., within 12 to 18 months from the date of award). Projects may include demand management pricing strategies, advanced traffic signal control, innovative incident detection and management strategies, integrated corridor management, parking management tied to transit service, high occupancy/toll (HOT) lanes, managed lanes,

REPORT

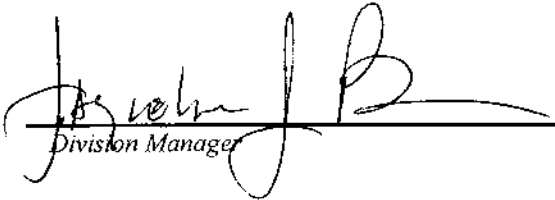
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ramp control, lane-keeping devices or longitudinal control designed to enhance spatial efficiency on existing highways, precision docking, signal priority systems for buses, contactless fare collection, real-time travel information (bus arrival times, schedules, emergency information to first-responders, etc.), advanced traveler information systems, parking alerts or automatic vehicle locator systems. USDOT encourages the submission of project proposals that contain technologies which support pricing strategies. Projects that use technology to support and combine congestion mitigation strategies (such as congestion pricing, expansion of transit capacity, and telecommuting) are encouraged.

FISCAL IMPACT:

Awarded projects will require a twenty percent (20%) match, to be provided by SCAG local funding and/or local partner agencies. Grant funds awarded to SCAG, and associated match, will be added to SCAG's OWP, to conduct the approved projects.


Reviewed
by:


Division Manager

Affirmed
by:

Department Director

Affirmed
by:


Chief Financial Officer

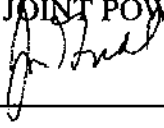
REPORT

DATE: April 5, 2007

TO: Administration Committee
Regional Council

FROM: Wayne Moore, CFO, 213-236-1804, moore@scag.ca.gov

SUBJECT: APPOINTMENT OF CHAIR OF ADMINISTRATION COMMITTEE TO SERVE AS A
DIRECTOR OF CALIFORNIA JOINT POWERS INSURANCE AUTHORITY

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Recommend that the Regional Council appoint the Chair of the Administration Committee the permanent representative to the Board of Directors of the California Joint Powers Insurance Authority (CJPIA) and that the Chief Financial Officer serve as the permanent alternate.

BACKGROUND:

The CJPIA is an insurance pool created in 1977 to provide protection to its 109 members against general liability and workers' compensation losses through pooling of losses, self-insurance, and purchasing insurance. SCAG is a member of the CJPIA and is required to have an elected official as its representative on the Board of Directors (see attached Article 7 of CJPIA's Joint Powers Agreement). The elected official shall be selected from SCAG's legislative body.

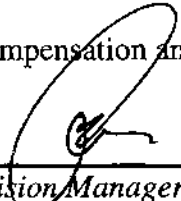
In addition, SCAG is required to appoint at least one alternate who shall be an officer or employee. The alternate shall have the authority to attend, participate and vote in any meeting of the Board in the absence of the regular member.

For several years, SCAG has not had an elected official serve on the CJPIA Board of Directors, which has resulted in lack of input into CJPIA policy and direction to SCAG staff. To remedy this situation, staff recommends that the Chair of the Administration Committee be permanently appointed as SCAG's representative to the Board of Directors of the California Joint Powers Insurance Authority (CJPIA) and that the Chief Financial Officer serve as the alternate.

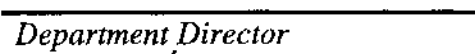
FISCAL IMPACT:

The cost of workers' compensation and general liability premiums is provided for in the FY07 budget.

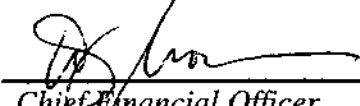
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

REPORT


DATE: April 5, 2007

TO: Regional Council

FROM: Jon Edney, Chair Southwest Compact Task Force
Don Rhodes, Manager of Government Affairs, (213) 236-1840 rhodes@scag.ca.gov

SUBJECT: Formation, Membership and Functions of Southwest Alliance

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve the name, structure, action plan and funding for the Southwest Alliance. This item was approved by the Transportation and Communications Committee at its meeting on March 1, 2007.

BACKGROUND:

The purpose of this report is to suggest a new name, framework and direction for the Southwest Compact Task Force that currently reports to the Transportation and Communications Committee (TCC). This framework and direction is needed at a time when our region, and the nation, is undergoing rapid economic, technological, geopolitical, demographic, and environmental changes. Our region's prospects are challenged by global competitors who have created long-range strategies for growth and competitiveness. Integrated investments in mobility, goods movement environment mitigation and economic development are needed to guide the region's growth in the 21st century.

The Southern California Association of Governments has positioned itself to be a leader in setting direction for the region. It is guided, in part, by a Strategic Plan. The plan was first adopted in 1990, updated in 2002 and further amended in 2004. The strategies contained in the plan are intended to direct SCAG in its continuing evolution as an effective regional organization in meeting future challenges. Two of the goals contained in the plan address regional leadership and inter-regional cooperation. The Strategic Plan instructs the Regional Council to maintain SCAG's position as the pre-eminent regional institution by providing leadership and creating consensus on a vision of the region's future. To that end, the plan says:

The Regional Council, in collaboration with SCAG's partners, shall provide the leadership needed to develop through consensus a vision of Southern California's future. This process involves identifying both short and long-term objectives for addressing the region's most pressing economic, social and environmental issues. As a part of this effort, SCAG should develop and foster a regional dialogue to further the formation of the consensus vision that is a critical component of the leadership process.

The strategic goals, moreover, provide that SCAG encourage and foster regional partnerships by enhancing interregional cooperation and collaboration. The goals state that the Regional Council should:

Initiate and pursue efforts to reach agreements that underscore the need for regular meetings between the Regional Council and its neighboring regional governing boards and relevant state agencies. The purpose of the regular meetings would be to identify common issues and prepare joint strategies for addressing those issues. While the process may commence with an MOU and an informal structure, it is ultimately desirable to organize these activities through a formalized process, perhaps legislatively mandated, with support from the state.

In response to these strategic initiatives and direction of the Regional Council, SCAG has undertaken a successful outreach program to contiguous Councils of Government in Kern, San Diego and Santa Barbara Counties.

It has also, through the Southwest Compact Task Force, facilitated a process to engage a broader audience in the Southwest by holding a series of highly informative and well attended conferences in venues including El Centro, Yuma, Arizona and Mexicali, Mexico. The outcome of these meetings has resulted in an informal alliance that wishes to jointly study and present potential courses of action for the Southwest Region to maintain its viability in the global economy. Each venue the task force visited has specific issues and potential solutions to assist the southwest mega-region in meeting its various challenges. A meeting is planned in San Diego in obtain background and suggestions on trade, goods movement and border issues.

Other efforts undertaken by the Southwest Compact Task Force have included (1) identifying organizations and government entities that deal with cross border issues with Mexico and, (2) monitoring state and federal legislation that pertains to compact and border topics.

New Focus Needed for the Southwest Compact Task Force

The members of the Southwest Compact Task Force believe that, after the last two years of successful outreach and information gathering, it has reached the point when a report to the Regional Council, including recommendations for a course of action is needed. This report is appropriate because a task force by definition is meant to focus on a particular topic and to suggest a direction.

To facilitate its recommendations the task force held work sessions to consider a name, framework, potential geographic topical scopes, objectives, strategies and specific activities. The following are the recommendations of the Southwest Compact Task Force.

Name

Rename the Southwest Compact Task Force the Southwest Alliance

Organization

A Southwest Alliance of public and private sector entities in Southern California, Arizona and the Mexican states that are contiguous to the US Mexican border with California and Arizona with participation defined by a memorandum of understanding.

Objectives

Initiate and promote a strong, cooperative relationship between elected and appointed officials, planning agencies and private sector organizations to create economic development, transportation and goods movement strategies for the Southwest Mega Region.

Consolidate information and achieve consensus on mega-region positions.

Develop an action plan that features a business model for successful public-private investment and collaboration in the creation of transportation and other needed infrastructure.

Guide Congress, the California and other affected state and federal bodies in the affected states in facilitating legislation and obtaining funding.

Action Steps

- Prepare a White Paper containing the vision, mission, geographic scope, membership, organization strategies and action steps of the Southwest Alliance. Incorporate the strategies contained in Compass Blueprint, Goods Movement Action Plan, and Regional Comprehensive Plan into the White Paper.
- Determine and solicit potential Alliance partners.
- Conduct a summit that brings together the various entities including key businesses, transportation agencies and other stakeholder commissions and associations to propose and formalize the Southwest Alliance mission, structure and work plan.
- Draft a memorandum of understanding and obtain signatories.
- Determine process and coordination role for the Southwest Alliance to interact with other public and private organizations that focus on cross border economic, infrastructure and transportation issues.
- Continue to review the activities, initiatives, and legislation of other organizations that focus on cross border economic, infrastructure and transportation issues.

REPORT

- Determine appropriate funding opportunities and legislative measures to facilitate the creation of projects and adoption of initiatives of the Southwest Alliance.
- Develop a preliminary Southwest Alliance sub-site on the SCAG's web site.
- Continue to monitor the activities, initiatives and reports of other stakeholder commissions and coalitions operating within the mega-region.
- Schedule meetings of the Southwest Alliance to coincide with meetings of organizations with similar charters or focus.
- Prepare fact sheets, PowerPoint presentations and other information and outreach materials

FISCAL IMPACT:

The requested \$30,000 to fund the Southwest Alliance activities are captured in the FY07-08 budget.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

Docs: dr130491

REPORT

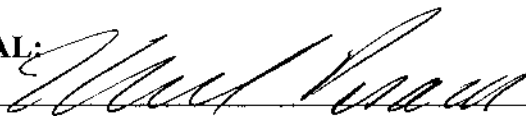
DATE: April 5, 2007

TO: Regional Council

FROM: Rosemary Ayala, Program Manager, 213-236-1927, ayala@scag.ca.gov

SUBJECT: Administrative Amendment to the 2006 Regional Transportation Improvement Program (RTIP) per SAFETEA-LU

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Staff recommends that the Regional Council approve the proposed Administrative Amendment to the 2006 RTIP and adopt Resolution 07-486-01 related to said Administrative Amendment.

BACKGROUND:

The RTIP is required to be compliant with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for users (SAFETEA-LU) by July 1, 2007. Should the RTIP fail to meet SAFETEA-LU requirements by July 1, 2007, there will be amendment restrictions to the RTIP which will lead to delays in project delivery. In response to these concerns, to ensure compliance with the SAFETEA-LU requirements by the statutory deadline of July 1, 2007 a Gap Analysis was deemed necessary so that the RTIP Amendment process may continue without disruption. This Gap Analysis is presented as an “Administrative Amendment to the 2006 RTIP” and is intended to address any deficiencies in the RTIP to make it compliant with SAFETEA-LU requirements.

A copy of the Administrative Amendment is attached herein and includes a summary of the SAFETEA-LU requirements that have already been addressed in the existing 2006 RTIP. These required provisions include:

- Programming Document
- Annual Listing of Projects
- Consultation and Cooperation
- Interested Parties and Participation
- Visualization, Electronic Publication and RTIP Access
- Operating and Maintaining the Existing Transportation System

The Administrative Amendment also discusses the new requirements that are not contained in 2006 RTIP and how these gaps will be addressed to meet SAFETEA-LU regulations:

- Four-Year Programming Document (project report formatting)
- Fiscal Constraint – SCAG Regional Financial Summary (formatting)
- Enhanced Visualization Techniques
- Highway Safety Improvement Program (new)
- Public Participation Plan (new)
- Public Transit Element (new)

REPORT

The Administrative Amendment reaffirms the validity of the current 2006 RTIP transportation conformity. There are no changes to the required conformity components of the 2006 RTIP, i.e., changes to financial constraint, timely implementation of transportation control measures (TCMs), the regional emission analysis and the inter-agency consultation/public participation.

This Administrative Amendment to the 2006 RTIP does not propose any change to scope, cost or delivery schedule for any of the projects and programs identified in the currently approved 2006 RTIP. Given the nature of the programming process all amendments to the 2006 RTIP since its adoption have demonstrated fiscal constraint to the financial plan. Therefore, the fiscal integrity of the currently approved 2006 RTIP remains valid and intact.

The technical appendices to the Administrative Amendment include the following documents for reference:

- FHWA Gap Analysis Matrix
- SCAG Regional Fund Summary
- Expedited Project Selection Procedures
- Adopting Resolution No. 07-486-01

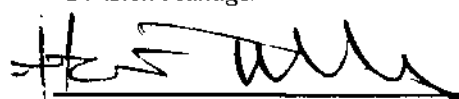
This gap analysis was presented to the Transportation Communications Committee (TCC) at their March meeting in which they approved its release for a 30-day public review period. The public review for this amendment concludes on March 30, 2007. In a discussion with the Federal Highway Administration (FHWA) on March 2, 2007, SCAG agreed to post as additional background information to the Administrative Amendment, the 2006 RTIP Project Listing Report. SCAG has not received any comments on the Amendment up to the time that this report was prepared. Staff will update the TCC and the Regional Council at the April meeting on any comments received.

Upon approval of the Administrative Amendment to the 2006 RTIP by the Regional Council by way of the attached Resolution No. 07-486-1 staff will forward it to the FHWA/FTA for certification. Federal certification would mark the successful completion of the SAFETEA-LU compliance process. As intended, the certification of the Administrative Amendment to the 2006 RTIP will alleviate the Region of its exposure to adverse impacts from amendment restrictions and potential delays to project delivery.

FISCAL IMPACT:

No fiscal impact.

Reviewed by: 
Division Manager

Reviewed by: 
Department Director

Reviewed by: _____
Chief Financial Officer

Administrative Amendment

to

**2006 Regional Transportation Improvement
Program**
(as amended in April 2007)

**In compliance with the Planning Requirements
of
Safe, Accountable, Flexible, Efficient,
Transportation Equity Act – A Legacy for Users
(SAFETEA-LU)**
**Enacted on
August 10, 2005**



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

April 2007

2006 RTIP Administrative Amendment for SAFETEA-LU Compliance

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- A. FHWA Gap Analysis Matrix
- B. SCAG Regional Fund Summary
- C. Adopting Resolution
- D. Expedited Project Selection Procedures

I. Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) was signed into law by President George W. Bush on August 10, 2005. SAFETEA-LU presents opportunities as well as challenges in strengthening the existing State and Metropolitan Planning Organization (MPO) transportation planning processes. The Southern California Association of Governments (SCAG), as the MPO for six counties in Southern California, supports and embraces the new requirements and clarifications to existing requirements promulgated through SAFETEA-LU. SCAG believes SAFETEA-LU presents a valuable opportunity to fine tune and strengthen its transportation plans and programs as well as associated planning processes.

This document represents an administrative amendment to SCAG's 2006 Regional Transportation Improvement Program (RTIP). The document demonstrates that the 2006 RTIP is in compliance with the planning requirements of the SAFETEA-LU.

SAFETEA-LU extends the RTIP update cycle from two to four years for metropolitan planning areas that are designated as non-attainment or maintenance. The SCAG Regional Council adopted the 2006 RTIP in July 2006 and was federally approved on October 2, 2006.

SAFETEA-LU establishes July 1, 2007 as the deadline by which State as well as MPO plans and programs must comply with the expanded planning requirements. The potential implication of not complying with this statutory deadline is that meaningful amendments to the existing plans and programs may not be allowed until an RTP and Regional Transportation Improvement Program (RTIP) compliant with the provisions of SAFETEA-LU are in place. For a region as large and diverse as SCAG, this gap between the start of the SAFETEA-LU requirements in July 2007, and the projected date of an updated RTP in 2008, will jeopardize timely delivery of projects worth billions of dollars.

SCAG has held numerous discussions with Federal Highway Administration (FHWA) representatives in California as well as Washington, D.C. and with other impacted agencies such as the Ohio Department of Transportation, San Diego Association of Governments and Metropolitan Transportation Commission (MTC) in the Bay Area, to develop a strategy to address these risks.

As a result of these discussions, SCAG concluded that the best approach to meeting the 2007 deadline, while at the same time permitting the 2008 RTP to benefit fully from the Region's ongoing planning studies, was to prepare an administrative amendment to its 2004 RTP and a subsequent administrative amendment to 2006 RTIP to bring them into compliance with SAFETEA-LU. This administrative amendment will, upon approval by FHWA and the Federal

Transit Administration (FTA), bring the 2004 RTP and the 2006 RTIP in compliance with SAFETEA-LU. Once this is achieved, the RTP and RTIP will no longer face the risk of being frozen during the gap period between the 2007 deadline for compliance with SAFETEA-LU and the adoption of a new RTP and RTIP in 2008.

Since SAFETEA-LU became effective, the federal agencies responsible for implementing this bill have issued a number of interim guidance documents. Furthermore, a Notice of Proposed Rule Making related to SAFETEA-LU was issued on June 9, 2006. In preparing this administrative amendment, SCAG staff reviewed and analyzed all of these documents thoroughly, including the SAFETEA-LU bill. Staff also held several meetings with federal representatives at various levels for guidance and clarification purposes and also participated in the analysis conducted by the California Federal Programming Group (CRPG). Based on the review and analysis of all pertinent and available documents related to SAFETEA-LU, SCAG staff prepared a matrix identifying key issues, an assessment of whether or not the 2006 RTIP addressed the issue and any additional actions that would be necessary to ensure compliance of the 2006 RTIP with SAFETEA-LU requirements.

Subsequently, FHWA issued its own “Gap Analysis matrix” that provided guidance to agencies as to how to meet the new SAFETEA-LU requirements. The FHWA matrix formed the basis for the contents of this document and is attached as Appendix A.

In developing this administrative amendment, staff also consulted with FHWA staff, the Transportation Conformity Working Group, to the County Transportation Commissions/IVAG, and the Transportation and Communications Committee (TCC). A draft will be presented to the TCC in March 2007. SCAG’s Regional Council is expected to adopt this RTIP administrative amendment and forward it to FHWA/FTA by no later than May 2007 for certification.

Based on the discussions with FHWA and FHWA’s Gap Analysis Matrix, the remainder of this document has been organized as follows:

- Section II identifies and discusses SAFETEA-LU requirements that were adequately addressed in the 2006 RTIP
- Section III addresses potential gaps in the 2006 RTIP relative to SAFETEA-LU
- Section IV reaffirms the remainder of the 2006 RTIP, including conformity, and finance plan
- Section V summarizes the conclusions of this administrative amendment

II. SAFETEA-LU Requirements Addressed in the 2006 RTIP

This section identifies and briefly discusses the SAFETEA-LU requirements that are addressed in the 2006 RTIP. The order of the requirements is based on the FHWA Gap Analysis matrixes presented in Appendix A and are as follows:

1. PROGRAMMING DOCUMENT

SAFETEA-LU requires an MPO to develop an RTIP with projects/project phases covering four years. The SCAG 2006 RTIP Volume III includes a six-year program. In Summer 2006 this program was made available to the public and underwent the public review process.

2. ANNUAL LISTING OF PROJECTS

SAFETEA-LU requires the production of this annual listing with the cooperation of Caltrans and the public transportation operators throughout the SCAG region. Additionally, SAFETEA-LU also requires an additional list which identifies all bicycle/pedestrian projects for which Federal funds were obligated in the preceding year. The listing is available on SCAG's website.

3. CONSULTATION AND COOPERATION

SAFETEA-LU requires consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and Statewide Transportation Improvement Program (STIP). The FHWA Gap Analysis matrix suggests the following potential "closing the gap" step:

- Continuing consultation with partners (i.e., State, MPOs, non-metropolitan local officials, and Tribal government) [no change].

The process for developing, updating and approving the Regional Transportation Improvement Program (RTIP) in the SCAG region is consistent with the public participation requirements under SAFETEA-LU. The Public participation process for development and approval of County TIPs and the SCAG RTIP is described in the sections below.

A. RTIP Public Participation Process in the SCAG region

There are several opportunities for the public to view and comment on projects and programs during the development of each county TIP and approval of the SCAG RTIP. These public participation opportunities are described below.

i. Project Identification

Public participation begins at the local agency level starting with identifying projects and associated work scopes based on local and regional transportation needs. Newly identified projects are commonly placed on funding needs lists, funding plans or capital improvement program plans and programs that identify projects to be funded. These lists, plans and programs are adopted by local agency boards (mostly elected officials) in meetings open to the general public. Stakeholders, interest groups and the general public have the opportunity to view and comment on these projects and local plans prior to local agency board approvals.

ii. Project Funding

The general public, interested parties and stakeholders have an opportunity to review and comment on projects and programs during the allocation of funds by local agencies including cities, counties, special districts, county transportation commissions (CTCs) and the Imperial Valley Associated Governments (IVAG).

The process of assigning specific funding sources to projects normally occurs in meetings open to the general public by public policy boards. For example, the CTCs and IVAG in the SCAG region conduct “call for projects” when funding under their control (federal, state and/or local) is available for programming. Local agencies apply and compete for available funding based on adopted eligibility guidelines consistent with federal, state and local county requirements. Candidate projects usually have gone through an initial public review process described in Section 2.A above, and are included in a local agency capital improvement needs programs or plans. The CTCs and IVAG work through their respective committee review process to develop a list of projects recommended for funding and adoption by each respective policy board. CTCs/IVAG review committees are comprised of local agency staff (stakeholders and interested parties), and in some cases include public elected officials. Review committee meetings are publicly noticed. The recommended project lists approved by the committees are forwarded to the respective policy boards for approval. Projects proposed for funding are made available for review by the general public, stakeholders and interested parties in advance of adoption by the CTCs/IVAG policy boards. All allocation of

funds by the policy boards occur in publicly noticed meetings open to the general public.

The allocation of public funds to projects by other entities go through public review processes that are consistent with the federal, state and/or local laws that govern the allocation of the funds.

iii. County TIP Development

The CTCs and IVAG develop their respective TIPs based on RTIP Guidelines written by SCAG in consultation with the CTCs/IVAG and Federal Highway Administration staff. All projects programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds such as described above in Section 2.B. When submitting County TIPs to SCAG, each CTC and IVAG is required to adopt a financial resolution which certifies that it has the resources to fund the projects in the TIP and affirms its commitment to implement all projects. The financial resolution is approved by each policy board in publicly noticed meetings open to the general public.

iv. SCAG RTIP Development

SCAG develops the RTIP for the six-county region based on the County TIPs prepared and submitted by the CTCs and IVAG described above in Section 2.C. A public hearing was held at the SCAG offices for a 30-day public review. Notices of the public hearings were placed in the major newspapers throughout the SCAG region. SCAG conducted additional public outreach efforts through the placement of public notices in minority newspapers such as, but not limited to, Los Angeles Sentinel, La Opinion, El Chicano Newspaper, The Chinese Daily News, and The Korea Times. The Draft SCAG RTIP documents were available for review and comment by stakeholders, interested parties and the general public through the SCAG internet website at <http://www.scag.ca.gov/rtip> and at public libraries throughout the six-county region prior to the public hearing. In addition to the public hearing held at the SCAG office, SCAG committees and working groups also review and discuss draft RTIPs. These SCAG groups include the Regional Transportation Agencies' Coalition (RTAC), the Transportation and Communications Committee (TCC), the Transportation Conformity Working Group (TCWG), the Energy and Environment Committee (EEC) and the Chief Executive Officers' Committee. The SCAG Regional Council takes final action when they review and adopt the RTIP.

Copies of public notices and legal advertisements for the 2006 RTIP public hearing can be found in Section V of the Final 2006 RTIP Technical Appendix Volume II and III dated July 2006.

v. SCAG RTIP Updates

Proposed amendments to state and federally-adopted RTIPs are submitted by the CTCs and IVAG to SCAG. After SCAG has completed its analyses of the proposed change(s) to the RTIP to ensure consistency with the various programming rules and regulations, SCAG posts the proposed change(s) electronically for a 30 day public review and comment period on the SCAG website at <http://www.scag.ca.gov/rtip>. In addition to posting the amendment information on the web, a notice is sent to various stakeholders and interested parties as part of the RTIP amendment public review process.

B. Schematic of the Public Participation Process

The schematic below helps to illustrate when stakeholders, interested parties and the general public have the opportunity to review and comment during the TIP programming development process described above in Section 2.

SCAG RTIP Public Participation Process

Public Review & Comment

Development of project lists requiring funding are commonly adopted by public boards in meetings open to the general public.

The allocation of funds to projects commonly occurs by policy boards in publicly noticed meetings open to the general public.

CTCs & IVAG policy boards adopt RTIP financial resolutions. Noticed public hearing is held at the SCAG office to take public input on RTIP document.

Proposed amendments to the RTIP are posted to the SCAG web site 30 days prior to transmittal to State and Federal agencies for approval.

TIP Development Process

Project Identification

Projects are identified based on needs and placed on capital improvement programs or other lists awaiting funds.

Project Funding

Projects receiving state and federal funds and/or approvals and local projects determined regionally significant are identified for programming in County TIPs and the SCAG RTIP

County TIPs & SCAG RTIP Development

Projects are first programmed in County TIPs and then submitted to SCAG for inclusion in the SCAG RTIP.

RTIP Updates

SCAG processes amendments to the RTIP based on changes requested by the CTCs and IVAG.

4. INTERESTED PARTIES AND PARTICIPATION

The SAFETEA-LU requires that a formal Public Participation Plan be developed in consultation and coordination with the "interested parties" allowing necessary public review prior to final adoption. While a Public Participation plan was not formally adopted for the 2006 RTIP the outreach strategy is discussed in item 3. RTIP Public Participation Process in the SCAG Region as well as the actual documentation in the Technical Appendix Volume II of III of the 2006 RTIP.

Coordination with Tribal Governments

SAFETEA-LU has a special emphasis on involving tribal governments in transportation planning decisions. SCAG has a history of doing more than most MPOs in the nation to ensure the inclusion of Tribal Governments in the decision making process. This section describes SCAG's effort in this arena.

There are 109 federally-recognized Tribal Governments in California, sixteen of which are located in the SCAG Region. Eleven of these Tribes are located in Riverside County, four are located in San Bernardino County and one is in Imperial County.

In recent years, both the federal and state governments have placed increasing importance on the involvement of Tribal Governments in the regional planning process.

As a designated MPO under federal law and as a Regional Transportation Planning Agency (RTPA) under state law, SCAG must ensure that regional transportation plans and programs include a public participation process that involves Native Americans and consultation with federally-recognized Tribal Governments.

SCAG is the nation's largest MPO to take the step of providing the region's federally-recognized Tribal Governments with formal representation on the region's policy-making committees. In November 2002, the SCAG Regional Council adopted a Strategic Plan to set a course for the organization through the first decade of the 21st Century. One of the goals in the Strategic Plan called for establishing a formal role for Native Americans in the regional transportation planning process. SCAG began a series of summit meetings in 2003 with leaders from the respective Tribal Governments and their representatives. The summits were designed to explain SCAG's roles and

responsibilities for the Region, to encourage the Tribal Governments to receive input from the Tribal Governments regarding the 2004 Draft RTP and to identify how the Tribal Governments could participate more effectively in the regional planning process.

In June 2004, SCAG hired a consultant to help facilitate the participation of Tribal Governments in the regional transportation planning process. As a result of the initial summit meetings with the Tribal Governments, SCAG appointed the representatives from two Tribes to SCAG's Maglev Task Force. The September 2003, February 2004 and March 2004 Summits provided the Tribal Governments with opportunities to receive a number of presentations about various SCAG plans and programs. Some of the outcomes that were initiated by SCAG as a result of the Summit meetings with the Tribal Governments included adding them to SCAG policy committee mailing lists and other communications or outreach lists to ensure that Tribal Governments were being informed of regional planning activities. In the late Spring and early Summer of 2005, SCAG convened a number of successive meetings with the Tribal Governments and their staff to further define and develop how the two could work together more effectively.

In June 2005, SCAG established a Tribal Government Relations Task Force to facilitate negotiations regarding the formal participatory framework for the Tribal Governments within the SCAG planning process. The SCAG Tribal Government Relations Task Force subsequently released draft language that documented how the Tribal Governments would participate at SCAG. The Tribal Government Relations Task Force met with the Tribal Governments to present the proposed language and to receive input. Comments from the Tribal Governments were incorporated and forwarded for approval and adoption into SCAG's by-laws.

In May 2006, SCAG's Regional Council voted to revise its by-laws to formally establish a policy-making role for the Tribal Governments in the Region. The by-laws essentially provided a total of seven voting seats on SCAG's various policy committees. The revised by-laws recognized a new Tribal Government Regional Planning Board that would consist of federally-recognized Tribal Governments from within the SCAG region. With this decision, a locally elected member from the Tribal Government Regional Planning Board would also be elected to serve on the SCAG Regional Council and Administration Committee as a full voting member. The purpose of selecting Tribal Government council members that are elected by the Tribes themselves was to ensure their participation as voting members on SCAG's policy committees. In addition, two voting seats were added to each of SCAG's three policy committees.

The efforts to encourage the participation of Tribal Governments in the regional planning process are reflective of SCAG's intention to go beyond the

legal requirements of: (1) public participation; (2) environmental justice and (3) consultation. SCAG recognizes that it is good planning practice and good public policy to communicate with and incorporate comments from all the communities within the Region. In light of the recent urbanization and economic activities experienced on many of the reservations, there is no question that the cooperative efforts of SCAG and the Tribal Governments have become increasingly important. These efforts will lead to new found opportunities for continued collaborative work toward regional solutions.

5. VISUALIZATION, ELECTRONIC PUBLICATION, AND 2006 RTIP ACCESS

SAFETEA-LU public participation requirements stipulate that Transportation Improvement Programs (TIPs) be published or made available for public viewing and comment by stakeholders, interest groups and the general public. The requirements also state that the TIP be made available in electronically accessible formats to the maximum extent possible, and that visualization techniques be employed to depict plans.

The 3 volumes of the 2006 RTIP were made available via the World Wide Web. All of the documents were made available in portable document format (PDF), an electronically accessible format, on the World Wide Web. Public notices included references to the electronic accessibility of RTIP and CDs of the RTIP were produced and distributed.

The latest visualization techniques were utilized in presenting and communicating the 2006 RTIP. Power point presentations were used to the fullest extent possible at committee meetings. Tables, charts, graphs and spreadsheets were also utilized to illustrate financial information.

The 2006 RTIP as well as subsequent amendments remain available on the SCAG website.

6. OPERATING AND MAINTAINING THE EXISTING TRANSPORTATION SYSTEM

A core component of the region's system management strategy is protecting our investment in the current transportation infrastructure. The region has invested billions of dollars in developing its multi-modal transportation system and must protect these investments for current and future generations. In accordance with FHWA/FTA guidance on fiscal constraint requirements, the SCAG addresses system level operation and maintenance needs/costs in addition to capital projects in both the RTP and the RTIP.

This core commitment to operating and maintaining the region's existing transportation system is reflected even during the near term years of the 2006 RTIP, generally implementing the policy and planning goals of the RTP.

Major funding/programming categories for operation and maintenance commitments in the 2006 RTIP are highlighted below.

- **(SHOPP) – State Highway Operation and Protection Program**
State gas tax revenues are used for operations, maintenance and rehabilitation of the highway system. SHOPP revenues are taken “off the top” before allocations are made for the STIP. The Ten-Year SHOPP plan is developed by Caltrans and provides the framework for the short-term SHOPP. The 2006 SHOPP is reflected in this RTIP.
- **SCAG Regional Arterial System/Local Streets and Roads** – The cost of maintaining the region’s arterial network/local streets and roads are incorporated into SCAG’s financial analyses for both the RTP and the RTIP. SCAG reviews a number of local pavement management systems and additional arterial network studies conducted by the region’s local entities including the county commissions, LACMTA’s System Preservation Needs Assessment Study is one example. Additional data is collected from the Assembly of Statistical Reports published annually by Caltrans, and the California State Controller’s Reports.
- **Transit Operation and Maintenance** – SCAG reviews operation and maintenance data from the most recent short range transit plans (and strategic plans or long range plans as may be available) for the major transit operators in the region including the following: Omnitrans (San Bernardino County), Riverside Transit Agency and Sunline Transit (Riverside County), South Coast Area Transit (Ventura County), LACMTA (for all LA County operators), and OCTA (Orange County). Data on Imperial County transit programs are collected from Imperial County Public Works. Additionally, annual budgets as well as strategic plans are reviewed for the Southern California Regional Rail Authority—the Region’s commuter rail system.

Costs/Needs analysis for transit operation and maintenance include fixed route services (bus, urban rail, light rail and commuter rail), community shuttle services, paratransit and dial-a-ride services. In addition to operations and maintenance, the SCAG region’s transit cost assessments reflected in the 2004 RTP and programmed in the 2006 RTIP, incorporate replacement and rehabilitation needs of transit vehicles for both existing and near-term expansion services. Despite the fiscal challenges in recent years, transit operators in the SCAG region have been able to adequately expand their capital facilities/services while meeting current operations and maintenance functions.

III. Addressing the Gaps

This section addresses “gaps” that is, where the current RTIP is not in compliance with SAFETEA-LU. This section is organized to coincide with the FHWA Gap Analysis matrix in Appendix A and is summarized as follows:

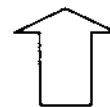
1. FOUR-YEAR PROGRAMMING DOCUMENT

SAFETEA-LU requires an MPO to develop an RTIP with projects/project phases covering four years. The SCAG 2006 RTIP Volume III included a six-year program.

It is important to note, that the 2006 RTIP released for public review in June 2006 and ultimately approved by the federal agencies, identified programming amounts for each of the six years (2006/07-2011/12) where applicable. Per SAFETEA-LU requirements the report was updated to reflect grand totals for the first four years with a combined total for the last two years.

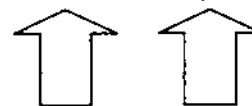
Original RTIP Programming Document

FUND	YEAR	ENG	ROW	CONS	TOTAL	PRIOR 2006/07	2007/08	2008/09	2009/10- 2011/12	PROJECT TOTAL
	06/07									
	07/08									
	08/09									
	09/10									
	10/11									
	11/12									



SAFETEA-LU RTIP Programming Document

FUND	YEAR	ENG	ROW	CONS	TOTAL	PRIOR 2006/07	2007/08	2008/09	2009/10	2010/11 2011/12	PROJECT TOTAL
	06/07										
	07/08										
	08/09										
	09/10										
	10/11										
	11/12										



2. FINANCIAL PLAN

SCAG, as the Metropolitan Planning Organization (MPO), is required by federal statute to adopt a Transportation Improvement Program (TIP) for the six county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per 23 U.S.C. Section 134(h) and 23 CFR Section 450.324 (e), SCAG's 2006 RTIP demonstrates financial constraint by identifying all transportation funds available including federal, state, and local sources to meet programming needs. Volume II, Section IV of the 2006 RTIP demonstrated that the financial constraint requirements for the financial plan

were met. An electronic copy of the discussion showing how these federal requirements were met can be found on the World Wide Web at http://scag.ca.gov/rtip/final06/final_RTIP_vol2of3_Sec04_jul06.pdf. Appendix C lists the most current SCAG Regional Financial Summary for the 2006 RTIP.

For the RTIP, the financial plan must demonstrate which projects can be implemented using current revenue sources and which projects will be implemented using proposed revenue sources. In non-attainment and maintenance areas, the financial plan must demonstrate compliance with federal requirements limiting the programming of projects for the first two years of the RTIP to those for which funds are "available or committed" [23 CFR 450.324 (e)].

The financial plan also demonstrates compliance with federal requirements limiting the programming of projects for the first four years of the RTIP to funds which are "available or committed." The RTIP is consistent with funding reasonably expected to be available for the fiscal years adopted. Programmed amounts for the first four years of the RTIP do not exceed expected revenues for the first four years of the RTIP.

Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs. One requirement of the Financial Plan for the RTIP is a re-certification by SCAG that each County Transportation Commission and IVAG has the resources to implement the projects in their County Transportation Improvement Programs. SCAG received resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

SCAG is also responsible for making the following determinations:

- ♦ The 2006 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission (September 29, 2005) as required by the California Government Code, Section 14527.
- ♦ The 2006 RTIP is consistent with the adopted 2004 RTP (April 1, 2004), as required by the California Government Code, Section 65080.

SCAG's 2006 RTIP utilizes the 2006 State Transportation Improvement Program (STIP), approved by the California Transportation Commission on April 27, 2006. The 2006 RTIP reflects the passage of the federal surface transportation reauthorization bill, SAFETEA-LU. Programming levels for the Local Surface Transportation Program (LSTP) and the Congestion Mitigation

Air Quality (CMAQ) program are based on the estimated distribution of funds provided by Caltrans to Metropolitan Planning Organizations. For the 2006 RTIP, revenues and programming estimates are expressed in year of expenditure dollars—consistent with the 2006 STIP.

In addition to federal and/or state funded projects, the 2006 RTIP includes local projects that may require federal approval or conformity findings as may be necessary. Funding sources associated with these projects are identified as well.

Additionally, SCAG's 2006 RTIP relies on the financial forecasting model developed for the region's 2004 Regional Transportation Plan (RTP)—the long-range plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2004 RTP set the framework for the 2006 RTIP. As a result, SCAG's 2006 RTIP has demonstrated financial constraint. The 2006 RTIP is fiscally constrained by year as required by SAFETEA-LU.

3. VISUALIZATION TECHNIQUES

Since the 2006 RTIP was adopted and made available on the SCAG web site the Geographic Information System (GIS) were utilized to digitize all RTIP modeled projects in the region. These projects are linked to the adopted project list which allows interested parties to click on a project and view the project ID and project description. This GIS mapping tool is available on the World Wide Web <http://mapper.scag.ca.gov/imf/sites/rtip/jsp/launch.jsp>. SCAG will continue to improve and actively pursue the latest technology in order to enhance and further incorporate visualization techniques in all future RTIP's.

4. HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program under SAFETEA-LU (23 USC 148) requires each state to develop and implement a Strategic Highway Safety Plan by October 1, 2007. The purpose of the Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on public roads. The Strategic Highway Safety Plan is required to identify and analyze highway safety problems and opportunities, produce a program of projects or strategies to reduce identified safety problems, be evaluated on a regular basis with annual reports submitted to the Secretary.

California Strategic Highway Safety Plan (SHSP)

The California SHSP was released in September 2006 as the map to guide the future of roadway safety for California. The California SHSP goal for California is to reduce roadway fatalities to less than one roadway fatality per 100 million vehicle miles (VMT). Roadway fatalities in 2004 equaled 1.25 fatalities per 100 VMT.

The SHSP is the result of a statewide collaborative effort that involved more than 190 active participants from 80 California public and private stakeholder groups including SCAG.

As part of the SHSP development process, SCAG provided guidance and input in the development of the SHSP and the 16 Challenge Areas identified in the Plan to better address California's specific needs. SCAG staff is currently participating on half of the 16 Challenge Area steering committees that will help develop the SHS Implementation Plan, the Challenge Area Action Plans, and the proposed methodologies for evaluating the Actions Plans.

SCAG staff involvement in the development and implementation of the California SHSP will ensure that SCAG planning documents, including the Regional Transportation Improvement Program (RTIP), will be consistent with the Highway Safety Improvement Program provisions under SAFETEA-LU. SCAG will work with the county transportation commissions and IVAG to incorporate SHSP implementation strategies as part of the 2008 RTIP development and programming process.

Currently, the 2006 RTIP addresses the Strategic Highway Safety Plan (SHSP) in several ways.

First, the RTIP has programmed State Highway Operations Protection Program (SHOPP) funded projects. SHOPP projects maintain and enhance the safety of motorists on California highways. Some examples of SHOPP funded projects that address the goals of the SHSP include pavement and shoulder widening projects, construction of traffic calming features, and the elimination of roadside obstacles.

Second, Safe Routes to Schools (SR2S) projects are also programmed in the RTIP. SR2S projects improve pedestrian safety to schools which is another important goal of the SHSP.

Third, the inclusion of projects in the RTIP funded by the Hazard Elimination Safety Program (HES), a federal safety program that provides funds for safety improvements on all public roads and highways, is another example of how the RTIP addresses the goals of the SHSP. HES funds serve to eliminate or

reduce the number and/or severity of traffic accidents at locations selected for improvement.

Fourth, the RTIP also includes projects that are funded by the Railway-Highway Crossing Safety Program (Section 130). These funds are used for projects that enhance and improve safety for motorists, pedestrians, and rail passengers on railway-highway crossings.

Finally, the RTIP addresses the SHSP through the programming of bike projects. The bike projects that are programmed help complete the gaps in bicycle lane routes throughout California. The addition of these "bike only" projects to complete gaps means that fewer bicyclists will share the road with automobiles which will improve safety for bicyclists. In summary, the 2006 RTIP programs projects that address the SHSP. Future RTIPs will continue to address the goals of the SHSP.

5. PUBLIC PARTICIPATION PLAN

SCAG's Regional Council adopted this plan at their March 1, 2007 meeting. Prior to adoption by SCAG's Regional Council, a draft of this plan was presented to SCAG's Transportation and Communications Committee (TCC) in October 2006 and released for public review and comments. A copy of the adopted Public Participation Plan is available on the SCAG website <http://scag.ca.gov>.

6. PUBLIC TRANSIT ELEMENT

The SCAG region is working in consultation with the County Transportation Commissions on the Public Transit Element for FTA 5316 and FTA 5317 funds. MTA, VCTC, and OCTA have requested to be the designated recipient for their urbanized areas and are currently developing a Public Transit-Human Services Transportation Plan. SCAG remains the designated recipient for San Bernardino and Riverside Counties. SANBAG and RCTC are also developing a Public Transit-Human Services Transportation Plan in consultation with SCAG.

IV. Reaffirmation of the Valid Portions of the 2006 RTIP

1. TRANSPORTATION CONFORMITY

There are no changes to the required conformity components of the 2006 RTIP, i.e., changes to financial constraint, timely implementation of transportation control measures (TCMs), the regional emission analysis and the inter-agency consultation/public review. Consequently, this document

reaffirms the validity of conformity on the 2006 RTIP made by FHWA/FTA on October 2, 2006.

2. FISCAL CONSTRAINT

This administrative amendment to the 2006 RTIP does not propose any change to scope, cost or delivery schedule for any of the projects and programs identified in the currently approved 2006 RTIP.

Given the nature of the programming process all amendments to the 2006 RTIP since its adoption have demonstrated fiscal constraint to the financial plan. Therefore, the fiscal integrity of the currently approved 2006 RTIP remains valid and intact.

V. Conclusion

In conclusion, this 'administrative amendment' demonstrates compliance with the planning requirements of the SAFETEA-LU legislation by addressing the following components of the 2006 RTIP; programming document, financial constraint, enhanced visualization techniques, public participation plan, State Highway Safety Plan and Public Transit Element.

Therefore, a SAFETEA-LU compliant Regional Transportation Improvement Program will be in place in the SCAG region upon adoption of this document by SCAG's Regional Council and subsequent certification by FHWA/FTA. This will allow SCAG to continue moving forward with future amendments to the 2006 RTIP beyond July 1, 2007.

In preparing this document staff reviewed and analyzed the SAFETEA-LU bill as well as all pertinent directives, interim guidance as well as proposed new rules issued by FHWA/FTA. In particular, this document follows and addresses the new requirements identified in a Gap Matrix made available in April of this year by FHWA attached here as Appendix A.

Section II of this document describes how and where some of the new requirements were already met in the 2006 RTIP. Section III addresses all the new and/or expanded requirements that were not fully met.

It is important to note that this administrative amendment does not change the projects defined in the 2006 SCAG RTIP and therefore does not, in any way, change the finance plan to deliver these projects. This document also does not change the conformity findings of the 2006 RTIP.

Therefore, SCAG urges FHWA/FTA to find this administrative amendment to be satisfactory and adequate in meeting the planning requirements of SAFETEA-LU, thereby, deeming the 2006 RTIP to be compliant with SAFETEA-LU. SCAG will work closely with FHWA/FTA in addressing any questions or concerns that may arise to ensure timely certification of this amendment.

APPENDICES

APPENDIX A: FHWA Gap Analysis Matrix

SAFETEA-LU Transportation Planning and Programming Requirements (as amended by SAFETEA-LU Sections 3005, 3006, and 6001)

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
UPDATE CYCLES <ul style="list-style-type: none"> TIPs and STIPs [23 U.S.C. 134/49 U.S.C. 5303(j)(1)(D) and 23 U.S.C. 135/49 U.S.C. 5304(g)(1)] 	Transportation Improvement Program (TIP) <ul style="list-style-type: none"> To be updated every four years (as opposed to the former requirement of every two years). Span of TIP increased from 3 to 4 years Statewide Transportation Improvement Program (STIP) <ul style="list-style-type: none"> To be updated every four years or more frequent if Governor so elects (as opposed to the former requirement of every two years). Span of STIP increased from 3 to 4 years 	<ul style="list-style-type: none"> Develop an approvable TIP with projects/project phases covering four years. Develop an approvable STIP with projects/project phases covering four years.
ANNUAL LISTING OF PROJECTS [23 U.S.C. 134/49 U.S.C. 5303(j)(7)(B) and 23 U.S.C. 135/49 U.S.C. 5304(g)(4)(B)]	<ul style="list-style-type: none"> New project element to be specifically included (pedestrian walkways and bicycle transportation facilities). Added requirement for cooperative development by MPO partners (i.e., State and public transportation operators). 	<ul style="list-style-type: none"> MPO (with State(s) and public transportation operator(s)) should review existing process for developing the Annual Listing. Publish list identifying all bicycle/pedestrian projects for which Federal funds were obligated in the preceding program year.

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
<p>METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING FACTORS</p> <p>[23 U.S.C. 134/49 U.S.C. 5303(h)(1) and 23 U.S.C. 135/49 U.S.C. 5304(d)(1)]</p>	<p>♦ Added a new stand-alone factor "increase the safety of the transportation system for motorized and non-motorized users."</p>	<ul style="list-style-type: none"> Review TIP/STIP project selection criteria to ensure they reflect safety priorities (e.g., SHSP and/or MPO region's priorities).
<p>FISCAL CONSTRAINT</p> <p>[23 U.S.C. 134/49 U.S.C. 5303(i)(2)(C); (j)(1)(C); (j)(2)(B); and (j)(3)(D) and 23 U.S.C. 135/49 U.S.C. 5304(f)(5); (g)(4)(E); and (g)(4)(F)]</p>	<p>♦ No significant changes in SAFETEA-LU.</p>	<ul style="list-style-type: none"> Review and reaffirm fiscal constraint of transportation plans and programs as they are updated or amended. Confirm revenues and costs related to system operations and maintenance activities covered in transportation plans and programs. <p><i>Refer to the FHWA/FTA Interim Guidance on Fiscal Constraint of Transportation Plans and Programs (http://www.fhwa.dot.gov/planning/fcindex.htm or www.fta.dot.gov → Grant Programs → Transportation Planning & Environment → Statewide & Metropolitan Planning)</i></p>

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
<p>CONSULTATION AND COOPERATION</p> <ul style="list-style-type: none"> ▪ Transportation Plans [23 U.S.C. 134/49 U.S.C. 5303(g) and (i)(4) and 23 U.S.C. 135/49 U.S.C. 5304(f)(2)] ▪ TIP and STIP [23 U.S.C 134/49 U.S.C. 5303(j)(1)(C) and 23 U.S.C. 135/49 U.S.C. 5304(g)(2)] ▪ Land Use Management and other Resource Agencies [23 U.S.C. 134/49 U.S.C. 5303(i)(4) and 23 U.S.C. 135/49 U.S.C. 5304(f)(2)(D)] 	<ul style="list-style-type: none"> ◆ Consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and STIP. ◆ MPOs and State DOTs shall consult with local/State land use management, natural resource, historic and other agencies in the development of transportation plans. 	<ul style="list-style-type: none"> • Continuing consultation with partners (i.e., State, MPOs, non-metropolitan local officials, and Tribal government) [no change]. • Compare transportation plans with available conservation plans and maps and/or compare with available inventories of historic or natural resources.
<p>AIR QUALITY¹ CONFORMITY [23 U.S.C. 134(i)(3)]</p>	<ul style="list-style-type: none"> ◆ Requirement to determine conformity is now every four years (instead of every three years). ◆ Allowance of a 1 year "grace period" before conformity lapse (in certain instances) 	

¹ Section 6011 of SAFETEA-LU contained other transportation conformity provisions. USDOT and USEPA issued joint "Interim Guidance for Implementing the Transportation Conformity Provisions in the SAFETEA-LU" on February 14, 2006. The Interim guidance is available at: <http://www.fhwa.dot.gov/environment/conformity/sec6011guidmemo.htm>

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
PUBLIC TRANSIT ELEMENT	<ul style="list-style-type: none"> ◆ Coordinated Public Transit-Human Services Transportation Plan (per 49 U.S.C. 5310, 5316, and 5317). 	<ul style="list-style-type: none"> • Entity responsible for developing the Coordinated Public Transit-Human Services Transportation Plan is not defined in SAFETEA-LU. • Solicitation for projects from plan to be done in cooperation with MPO

APPENDIX A: FHWA Gap Analysis Matrix

<p>INTERESTED PARTIES AND PARTICIPATION [23 U.S.C. 134/49 U.S.C. 5303(i)(5), (i)(6), and (j)(4) and 23 U.S.C. 135/49 U.S.C. 5304 (f)(3) and (g)(3)]</p>	<ul style="list-style-type: none"> ◆ Definition of “interested parties” to be engaged in statewide and metropolitan transportation planning has been expanded. ◆ Participation Plan (required for MPOs) <ul style="list-style-type: none"> - Shall be developed in consultation with “interested parties.” - Publish or make available for public view transportation plans, STIPs and TIPs. - Hold public meetings at convenient and accessible times and locations. ◆ Publication of statewide and metropolitan transportation plans, and TIP... to the maximum extent practicable. <ul style="list-style-type: none"> - Make information available in electronically accessible formats (e.g., world wide web). ◆ Employ visualization techniques to depict statewide and metropolitan transportation plans. 	<ul style="list-style-type: none"> • State DOTs and MPOs should review current public involvement plan/procedures and make necessary changes to reflect SAFETEA-LU provisions. • Confirm that stakeholders, interest groups, general public had/have opportunity to comment on public involvement plans and transportation plans/programs. • Where not apparent, give groups/general public opportunity to review/comment; update or amend participation plan, as needed. • To maximum extent practicable, statewide and metropolitan transportation plans and programs (with the exception of the STIP) shall be available in electronic formats (e.g., on a website). • Refer to FHWA Scenario Planning website or Land Use/Transportation Tool Kit (add web links) for examples of visualization techniques.
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Appendix B:
SCAG Regional Financial Summary

Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In \$000's)

Revenue versus Programmed	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (Includes Minor A Program)	\$13,306	\$46,093	\$16,149	\$118,395	\$193,943
STIP	\$24,165	\$1,380	\$27,398	\$2,164	\$55,107
Local Assistance					
Congestion Mitigation and Air Quality	\$39,606	\$52,035	\$93,800	\$187,286	\$372,727
Regional Surface Transportation Program	\$10,412	\$48,887	\$62,214	\$192,799	\$315,368
Highway Bridge Replacement and Rehabilitation Program	\$288	\$0	\$863	\$19,868	\$21,019
Surface Transportation Program Enhancement	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Railroad Grade Crossing Protection	\$0	\$0	\$0	\$0	\$0
Other Federal Highway Programs					
Federal Lands Highway Program	\$0	\$0	\$0	\$0	\$0
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
NCPD Program/Borders/Corridor Program	\$250	\$0	\$0	\$0	\$250
Recreational Trails	\$0	\$0	\$0	\$0	\$0
Transportation and Community and System Preservation Pilot Program	\$0	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	\$80,734	\$15,050	\$30,058	\$0	\$125,842
Emergency Relief Program	\$0	\$0	\$0	\$0	\$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	\$500	\$3,876	\$0	\$0	\$4,376
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$13,062	\$5,777	\$39	\$0	\$18,878
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309(a) - Fixed Guideway Modernization	\$0	\$0	\$0	\$0	\$0
5309(b) - New Starts	\$0	\$0	\$0	\$0	\$0
5309(c) - Bus Allocation	\$6,430	\$2,050	\$2,000	\$0	\$10,480
5310 - Elderly & Persons with Disabilities Formula Program	\$300	\$950	\$950	\$0	\$2,200
5311 - Nonurbanized Area Formula Program	\$951	\$1,314	\$2,204	\$0	\$4,469
5313 - State Planning and Research	\$0	\$0	\$0	\$0	\$0
5314 - National Research and Technology Program	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute	\$0	\$0	\$0	\$0	\$0
5317 - New Freedom Program	\$0	\$0	\$0	\$0	\$0
5318 - Bus and Bus-Related Projects	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)	\$0	\$0	\$0	\$0	\$0
Other State Funds					
Traffic Congestion Relief Program	\$3,207	\$17,271	\$0	\$14	\$20,492
Other (State Transit Assistance;University; AB2766; PUC; STAL)	\$3,445	\$14,848	\$13,848	\$0	\$32,141
Local Funds	\$1,917,778	\$1,806,730	\$2,500,131	\$27,175	\$6,251,814
Total Revenue versus Programmed	\$2,114,434	\$2,016,261	\$2,749,654	\$547,701	\$7,429,108

*STIP-RIP funds include funds from 2006/07 ROW Allocation Plan and Status of Unallocated FY 2005/06 Projects

Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In \$000's)

Programmed	2006/07	20007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP	\$675,877	\$673,972	\$672,149	\$648,828	\$2,670,826
STIP	\$525,803	\$804,662	\$804,721	\$212,451	\$2,347,637
STIP-RIP	\$400,475	\$722,222	\$632,326	\$101,417	\$1,856,440
2006/07 ROW Allocation Plan	\$523	\$0	\$0	\$0	\$523
Status of Unallocated FY 2005/06 Projects	\$6,988	\$0	\$0	\$0	\$6,988
STIP-RIP - prior commitments	\$652	\$166	\$0	\$0	\$818
STIP-IIP	\$55,199	\$20,284	\$116,253	\$68,443	\$260,179
STIP-IIP - TE	\$817	\$12,793	\$4,505	\$4,850	\$22,965
STIP-RIP - TE	\$31,420	\$22,597	\$25,037	\$11,082	\$90,136
Local Assistance					
Congestion Mitigation and Air Quality	\$200,936	\$200,488	\$156,795	\$60,012	\$618,231
Regional Surface Transportation Program	\$187,665	\$168,377	\$158,891	\$28,305	\$543,238
Highway Bridge Replacement and Rehabilitation Program	\$94,729	\$58,480	\$114,217	\$99,669	\$367,095
Surface Transportation Program Enhancement	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Railroad Grade Crossing Protection	\$2,500	\$4,100	\$0	\$0	\$6,600
Other Federal Highway Programs					
Federal Lands Highway Program	\$19,594	\$3,368	\$0	\$0	\$22,962
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
NCPD Program/Borders/Corridor Program	\$500	\$0	\$0	\$1,800	\$2,300
Recreational Trails	\$1,300	\$210	\$0	\$0	\$1,510
Transportation and Community and System Preservation Pilot Program	\$5,014	\$36	\$0	\$0	\$5,050
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$1,441	\$60	\$0	\$0	\$1,501
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	\$278,732	\$209,810	\$305,036	\$173,630	\$967,208
Emergency Relief Program	\$900	\$900	\$900	\$0	\$3,600
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	\$71,085	\$12,594	\$2,227	\$62	\$85,968
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$421,568	\$298,810	\$282,790	\$222,989	\$1,226,157
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309(a) - Fixed Guideway Modernization	\$89,232	\$55,110	\$52,906	\$45,100	\$242,348
5309(b) - New Starts	\$114,175	\$91,267	\$91,396	\$73,900	\$370,738
5309(c) - Bus Allocation	\$63,017	\$30,422	\$29,440	\$57	\$122,936
5310 - Elderly & Persons with Disabilities Formula Program	\$4,572	\$822	\$400	\$0	\$5,794
5311 - Nonurbanized Area Formula Program	\$2,432	\$1,581	\$791	\$340	\$5,144
5313 - State Planning and Research	\$0	\$0	\$0	\$0	\$0
5314 - National Research and Technology Program	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute	\$14,620	\$6,929	\$9,383	\$1,939	\$34,871
5317 - New Freedom Program	\$6,407	\$4,029	\$4,228	\$912	\$15,576
5318 - Bus and Bus-Related Projects	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)	\$0	\$0	\$0	\$0	\$0
Other State Funds					
Traffic Congestion Relief Program	\$195,192	\$160,496	\$120,426	\$160,960	\$637,074
ST-SPR Partnership Planning	\$232	\$0	\$0	\$0	\$232
Other (State Transit Assistance;University; AB2766; PUC; STAL)	\$38,255	\$6,963	\$2,313	\$215	\$47,746
Local Funds	\$2,451,804	\$2,425,524	\$1,703,205	\$1,517,039	\$8,093,716
TDA	\$413,733	\$844,460	\$386,261	\$230,676	\$2,057,626
Sales Tax Measure	\$368,375	\$322,918	\$300,037	\$327,884	\$1,319,214
Other (Misc. Local funds))	\$1,512,693	\$1,258,146	\$1,016,907	\$958,479	\$4,746,225
Total Programmed	\$5,493,075	\$5,222,908	\$4,514,112	\$3,248,208	\$18,443,915

Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In \$000's)

Revenue	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (Includes Minor A program)	\$689,183	\$720,065	\$688,298	\$767,223	\$2,864,769
STIP (per CTC Green Book and CTC Resolution) (sum of all STIP below)	\$549,968	\$808,042	\$832,119	\$214,615	\$2,402,744
STIP-RIP	\$370,872	\$723,602	\$659,724	\$104,334	\$1,852,960
2006/07 ROW Allocation Plan	\$27,599	\$0	\$0	\$0	\$27,599
Status of Unallocated FY 2005/06 Projects		\$0	\$0	\$0	\$11,541
STIP-RIP - prior commitments	\$30,405	\$168	\$0	\$0	\$31,203
STIP-IIP	\$60,202	\$20,284	\$116,253	\$58,860	\$252,579
STIP-IIP - TE	\$817	\$12,793	\$4,505	\$1,345	\$19,460
STIP-RIP - TE	\$21,931	\$22,597	\$25,037	\$25,617	\$95,182
Local Assistance					
Congestion Mitigation and Air Quality	\$240,542	\$252,523	\$250,595	\$247,298	\$990,958
Regional Surface Transportation Program	\$198,077	\$217,264	\$221,105	\$221,104	\$857,550
Highway Bridge Replacement and Rehabilitation Program (per 3/23/06 Caltrans list for Lump sum & line item listings)	\$95,017	\$58,480	\$115,080	\$119,537	\$388,114
Surface Transportation Program Enhancement	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Hazard Elimination & Safety	\$0	\$0	\$0	\$0	\$0
Surface Transportation Program Railroad Grade Crossing Protection	\$2,500	\$4,100	\$0	\$0	\$6,600
Other Federal Highway Programs					
Federal Lands Highway Program	\$19,594	\$3,368	\$0	\$0	\$22,962
Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
NCPD Program/Borders/Corridor Program	\$750	\$0	\$0	\$1,800	\$2,550
Recreational Trails	\$1,300	\$210	\$0	\$0	\$1,510
Transportation and Community and System Preservation Pilot Program	\$5,014	\$36	\$0	\$0	\$5,050
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$1,441	\$60	\$0	\$0	\$1,501
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	\$360,366	\$224,120	\$330,434	\$173,630	\$1,088,550
SAFETEA-LU (\$165,302,890)	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0
Emergency Relief Program	\$0	\$0	\$0	\$0	\$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	\$72,540	\$16,470	\$2,227	\$62	\$90,344
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0	\$0
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$434,630	\$304,587	\$282,829	\$222,989	\$1,245,035
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0	\$0
5309(a) - Fixed Guideway Modernization	\$89,232	\$55,110	\$52,906	\$45,100	\$242,348
5309(b) - New Starts	\$114,175	\$91,267	\$91,396	\$73,900	\$370,738
5309(c) - Bus Allocation	\$69,447	\$32,472	\$31,440	\$57	\$133,416
5310 - Elderly & Persons with Disabilities Formula Program	\$4,872	\$1,772	\$1,350	\$0	\$7,994
5311 - Nonurbanized Area Formula Program (per Caltrans/SAFETEA-LU Sheet estimated apportion.)	\$3,383	\$2,895	\$2,995	\$340	\$9,613
5313 - State Planning and Research	\$0	\$0	\$0	\$0	\$0
5314 - National Research and Technology Program	\$0	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute	\$14,620	\$8,929	\$9,383	\$1,939	\$34,871
5317 - New Freedom Program	\$6,407	\$4,029	\$4,228	\$912	\$15,576
5318 - Bus and Bus-Related Projects	\$0	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)	\$0	\$0	\$0	\$0	\$0
Other State Funds					
Traffic Congestion Relief Program (per Draft June 8 CTC TCRP Allocation Plan)	\$198,399	\$177,767	\$120,426	\$160,974	\$657,566
Other (Describe)	\$41,700	\$21,811	\$16,161	\$215	\$79,887
Local Funds	\$4,389,582	\$4,232,254	\$4,203,336	\$1,544,214	\$14,349,386
TDA	\$788,854	\$777,084	\$817,324	\$295,679	\$2,658,941
Local Sales Tax	\$1,753,933	\$1,835,186	\$1,931,495	\$398,219	\$5,918,833
Other (Misc. Local funds)	\$1,872,288	\$1,619,984	\$1,454,517	\$850,316	\$5,797,105
Total Revenue	\$7,607,277	\$7,237,529	\$7,258,206	\$3,795,909	\$25,898,921

Appendix C:
Adopting Resolution



ASSOCIATION of GOVERNMENTS

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Ventura County: Judy Mikes, Ventura County • Glen Berevia, Simi Valley • Carl Morehouse, San Buenaventura • Tom Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

RESOLUTION No. 07-486-1

RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AN ADMINISTRATIVE AMENDMENT TO THE 2006/07 – 2011/12 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2006 RTIP)

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312;

WHEREAS, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively;

WHEREAS, the SCAG Regional Council adopted the FY 2006/07 – 2011/12 RTIP (2006 RTIP) in July 2006, which was federally approved on October 2, 2006;

WHEREAS, the 2006 RTIP is a staged, multiyear, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first four fiscal years (2006/07, 2007/08, 2008/09, and 2009/10) and a listing of obligated projects from prior years that may require state or federal action;

WHEREAS, 23 U.S.C. § 134(h)(3)(C) and 23 C.F.R. § 450.324(f)(2) requires the 2006 RTIP to be consistent with the 2004 RTP;

WHEREAS, on August 10, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law, Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839. SAFETEA-LU includes new and revised metropolitan transportation planning provisions and requires that the RTP and RTIP updates reflect these provisions beginning July 1, 2007;

WHEREAS, on December 8, 2005, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a Clarifying Guidance on Implementation of SAFETEA-LU Planning Provisions, and this guidance stated that MPOs in nonattainment and maintenance areas may take advantage of the four-year SAFETEA-LU update cycles for transportation plans immediately, and that on and after July 1, 2007, all state and MPO actions on RTPs and RTIPs (including amendments, revisions, or updates) must completely reflect all SAFETEA-LU planning provisions prior to FHWA/FTA action;

WHEREAS, on July 6, 2006, the Regional Council determined that it desired to take advantage of the four-year update cycle permitted under SAFETEA-LU, but

recognized that taking advantage of the four-year update cycle, which would result in adoption of the next RTP update in April 2008, could jeopardize the region's ability to do RTP and RTIP amendments after July 1, 2007, and correspondingly, the region's ability to implement its transportation improvements. To address this risk, the Regional Council directed staff to update the 2004 RTP and the 2006 RTIP to bring it into compliance with SAFETEA-LU before July 1, 2007;

WHEREAS, SCAG staff has conducted an analysis of the 2006 RTIP relative to the new and revised metropolitan transportation planning provisions in SAFETEA-LU and identified the key issues or "gaps" in the 2006 RTIP which need to be addressed in order to comply with SAFETEA-LU. As part of this undertaking, SCAG staff utilized a matrix developed by FTA in April 2006, which provided illustrative action steps to assist MPOs in making their planning products "SAFETEA-LU compliant";

WHEREAS, staff has addressed these gaps by way of preparing an Administrative Amendment to the 2006 RTIP (hereinafter referred to as the "Administrative Amendment");

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, which involved discussion of a draft of the Administrative Amendment to the 2006 RTIP with the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) on February 27, 2007 and March 27, 2007. In addition, the required public review and comment process was undertaken. Specifically, the draft of the Administrative Amendment was reviewed by the Transportation and Communications Committee on March 1, 2007, who in turn authorized the release of the draft of the Administrative Amendment for a 30-day public review and comment;

WHEREAS, to the extent comments were received during the public review and comment period, staff has fully considered these comments into the final version of the Administrative Amendment;

WHEREAS, the Administrative Amendment proposes no changes to the required conformity components of the 2006 RTIP, and therefore, reaffirms the validity of the 2006 RTIP's conformity with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process;

WHEREAS, the Administrative Amendment to the 2006 RTIP demonstrates compliance with the planning requirements of SAFETEA-LU, along with other applicable federal requirements, including but not limited to:

- (1) SAFETEA-LU (23 U.S.C. § 134, *et seq.*)
- (2) The Metropolitan planning regulations at 23 C.F.R. § 450 *et seq.*;
- (3) Government Code Section 65080 *et seq.*;
- (4) Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];
- (5) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 (August 15, 1997) and all associated courts rulings and federal guidance;

- (6) Title VI of the Civil Rights Acts of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794;
- (7) Title II of the American with Disabilities Act of 1990 (42 U.S.C. § 120001 *et seq.*) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and
- (8) The Department of Transportation's Final Environmental Justice Order, enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii).

NOW, THEREFORE BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments as follows:

1. The Regional Council approves and adopts the Administrative Amendment to the 2006 RTP for the purpose of complying with the requirements of SAFETEA-LU. In adopting this Administrative Amendment, the Regional Council finds as follows:

- a. The Administrative Amendment to the 2006 RTP complies with all applicable federal and state requirements, including the SAFETEA-LU planning provisions. Specifically, the Administrative Amendment addresses the following issues or "gaps" so as to comply with SAFETEA-LU: four-year programming, financial constraint, public participation, compliance with the State Highway Safety Plan and the Public Transit Element.
- b. The Administrative Amendment to the 2006 RTIP proposes no changes to the required conformity components of the 2006 RTIP, and therefore, reaffirms the validity of the 2006 RTIP's conformity with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process.

2. In approving the Administrative Amendment to the 2006 RTIP, the Regional Council approves the staff findings and incorporates all of the foregoing recitals.

3. SCAG's Executive Director or his designee is authorized to transmit the Administrative Amendment to the 2006 RTIP to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 5th day of April 2007.

Yvonne B. Burke
President
Supervisor, County of Los Angeles

Attested by:

Mark Pisano
Executive Director

Approved as to Form:

Joanna Africa
Interim Director of Legal Services



ASSOCIATION OF GOVERNMENTS

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RESOLUTION No. 07-486-1

RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AN ADMINISTRATIVE AMENDMENT TO THE 2006/07 - 2011/12 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2006 RTIP)

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312;

WHEREAS, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively;

WHEREAS, the SCAG Regional Council adopted the FY 2006/07 - 2011/12 RTIP (2006 RTIP) in July 2006, which was federally approved on October 2, 2006;

WHEREAS, the 2006 RTIP is a staged, multiyear, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first four fiscal years (2006/07, 2007/08, 2008/09, and 2009/10) and a listing of obligated projects from prior years that may require state or federal action;

WHEREAS, 23 U.S.C. § 134(h)(3)(C) and 23 C.F.R. § 450.324(f)(2) requires the 2006 RTIP to be consistent with the 2004 RTP;

WHEREAS, on August 10, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law, Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839. SAFETEA-LU includes new and revised metropolitan transportation planning provisions and requires that the RTP and RTIP updates reflect these provisions beginning July 1, 2007;

WHEREAS, on December 8, 2005, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a Clarifying Guidance on Implementation of SAFETEA-LU Planning Provisions, and this guidance stated that MPOs in nonattainment and maintenance areas may take advantage of the four-year SAFETEA-LU update cycles for transportation plans immediately, and that on and after July 1, 2007, all state and MPO actions on RTPs and RTIPs (including amendments, revisions, or updates) must completely reflect all SAFETEA-LU planning provisions prior to FHWA/FTA action;

WHEREAS, on July 6, 2006, the Regional Council determined that it desired to take advantage of the four-year update cycle permitted under SAFETEA-LU, but

recognized that taking advantage of the four-year update cycle, which would result in adoption of the next RTP update in April 2008, could jeopardize the region's ability to do RTP and RTIP amendments after July 1, 2007, and correspondingly, the region's ability to implement its transportation improvements. To address this risk, the Regional Council directed staff to update the 2004 RTP and the 2006 RTIP to bring it into compliance with SAFETEA-LU before July 1, 2007;

WHEREAS, SCAG staff has conducted an analysis of the 2006 RTIP relative to the new and revised metropolitan transportation planning provisions in SAFETEA-LU and identified the key issues or "gaps" in the 2006 RTIP which need to be addressed in order to comply with SAFETEA-LU. As part of this undertaking, SCAG staff utilized a matrix developed by FTA in April 2006, which provided illustrative action steps to assist MPOs in making their planning products "SAFETEA-LU compliant";

WHEREAS, staff has addressed these gaps by way of preparing an Administrative Amendment to the 2006 RTIP (hereinafter referred to as the "Administrative Amendment");

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, which involved discussion of a draft of the Administrative Amendment to the 2006 RTIP with the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) on February 27, 2007 and March 27, 2007. In addition, the required public review and comment process was undertaken. Specifically, the draft of the Administrative Amendment was reviewed by the Transportation and Communications Committee on March 1, 2007, who in turn authorized the release of the draft of the Administrative Amendment for a 30-day public review and comment;

WHEREAS, to the extent comments were received during the public review and comment period, staff has fully considered these comments into the final version of the Administrative Amendment;

WHEREAS, the Administrative Amendment proposes no changes to the required conformity components of the 2006 RTIP, and therefore, reaffirms the validity of the 2006 RTIP's conformity with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process;

WHEREAS, the Administrative Amendment to the 2006 RTIP demonstrates compliance with the planning requirements of SAFETEA-LU, along with other applicable federal requirements, including but not limited to:

- (1) SAFETEA-LU (23 U.S.C. § 134, *et seq.*)
- (2) The Metropolitan planning regulations at 23 C.F.R. § 450 *et seq.*;
- (3) Government Code Section 65080 *et seq.*;
- (4) Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];
- (5) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 (August 15, 1997) and all associated courts rulings and federal guidance;

- (6) Title VI of the Civil Rights Acts of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794;
- (7) Title II of the American with Disabilities Act of 1990 (42 U.S.C. § 120001 *et seq.*) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and
- (8) The Department of Transportation's Final Environmental Justice Order, enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii).

NOW, THEREFORE BE IT RESOLVED, by the Regional Council of the Southern California Association of Governments as follows:

1. The Regional Council approves and adopts the Administrative Amendment to the 2006 RTP for the purpose of complying with the requirements of SAFETEA-LU. In adopting this Administrative Amendment, the Regional Council finds as follows:

- a. The Administrative Amendment to the 2006 RTP complies with all applicable federal and state requirements, including the SAFETEA-LU planning provisions. Specifically, the Administrative Amendment addresses the following issues or "gaps" so as to comply with SAFETEA-LU: four-year programming, financial constraint, public participation, compliance with the State Highway Safety Plan and the Public Transit Element.
- b. The Administrative Amendment to the 2006 RTIP proposes no changes to the required conformity components of the 2006 RTIP, and therefore, reaffirms the validity of the 2006 RTIP's conformity with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process.

2. In approving the Administrative Amendment to the 2006 RTIP, the Regional Council approves the staff findings and incorporates all of the foregoing recitals.

3. SCAG's Executive Director or his designee is authorized to transmit the Administrative Amendment to the 2006 RTIP to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 5th day of April 2007.

Yvonne B. Burke
President
Supervisor, County of Los Angeles

Attested by:

Mark Pisano
Executive Director

Approved as to Form:

Joanna Africa
Interim Director of Legal Services

Appendix D:
Expedited Project Selection Procedures

Expedited Project Selection Procedures

Under State law (AB 1246), the County Transportation Commissions (CTCs- Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino Associated Governments, Riverside County Transportation Commission, Ventura County Transportation Commission, and Imperial Valley Association of Governments) are responsible for developing the county transportation improvement programs for submittal to SCAG. SCAG in turn prepares the RTIP using the county TIPs.

SCAG publishes the RTIP guidelines at the beginning of each RTIP cycle and outlines all federal, state, and MPO requirements to facilitate the development of the county TIPs.

SCAG analyzes all of the county TIP projects for consistency with the Regional Transportation Plan (RTP) and for financial constraint. SCAG incorporates the eligible projects into the Regional Transportation Improvement Program (RTIP) for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the RTIP.

Should conflicts arise, they are worked out with the CTCs, SCAG's Regional Council and the Regional Transportation Agencies Coalition (RTAC). If a project should fall out, then SCAG coordinates with the CTCs to replace it. The Transportation Conformity Working Group also serves as a mechanism for interagency consultation for TIP issues between staff representatives from SCAG, the CTCs, Caltrans, and federal and state agencies.

1. Project Programming

Once the CTCs and the Imperial Valley Association of Governments (IVAG) have programmed funds to projects, as required by state and federal statutes, projects are then included in the RTIP in accordance with the estimated project delivery schedules. The first four years of the RTIP are required to be financially constrained, and programming beyond this period is for planning purposes only.

- Step 1 The CTC's/IVAG have established that projects programmed in the first four years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the Regional TIP as submitted by the CTCs/IVAG in accordance with the appropriate transportation conformity and RTP consistency requirements.

- Step 2 SCAG performs all required conformity and consistency analysis and public hearings on the RTIP and adopts the RTIP.
- Step 3 SCAG submits the RTIP to the Governor (Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

2. Expedited Project Selection Procedures

23CFR450.332

"If the State or transit operator wishes to proceed with a project in the second, third, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (a) and (b) of this section must be used unless the MPO, State and transit operator jointly develop expedited project selection procedures to provide for the advancement of projects from the second or third year of the TIP"

In order to address the above regulation the SCAG region (SCAG, County Transportation Commissions (CTCs), Imperial Valley Association of Governments (IVAG) and transit operators) developed and agree to the following expedited project selection procedures.

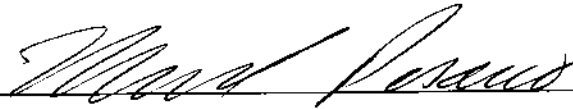
Projects programmed within the first four years may be advanced to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

- Step 1 County Transportation Commissions and Imperial Valley Association of Governments develops a listing of project to be advanced and submits a county TIP revision to SCAG.
- Step 2 SCAG analyzes and approves the county TIP revision and updates the RTIP.
- Step 3 County Transportation Commissions and Imperial Valley Association of Governments Work with Caltrans to obligate state/federal funds in accordance with revisions.

REPORT

DATE: April 5, 2007
TO: Regional Council
Community, Economic and Human Development (CEHD) Committee
FROM: Joseph Carreras, Program Manager II, Carreras@scag.ca.gov, Tel. 213-236-1856
SUBJECT: SB 12 Regional Housing Needs Assessment (RHNA) Pilot Program Status Report

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION FOR CEHD COMMITTEE:

Recommend the Regional Council approve the attached RHNA Pilot Program Status Report for submittal to the State Legislature

RECOMMENDED ACTION FOR REGIONAL COUNCIL:

Approve the attached RHNA Pilot Program Status Report for submittal to the State Legislature

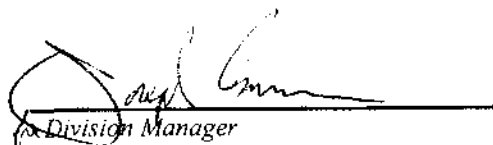
BACKGROUND:

SB 12 requires SCAG to submit a progress report to the State Legislature on the 4th cycle RHNA process by March 30, 2007. In accordance with the direction from the Regional Council staff is implementing the RHNA based upon the SB 12 RHNA Pilot Program even though it is not yet law. This status report was prepared based upon this previous direction, and is presented herein for the CEHD Committee and Regional Council's review and approval prior to submittal to the legislature.

FISCAL IMPACT:

There is no fiscal impact.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

Regional Housing Needs Assessment
SB 12 Pilot Program Status Report
By the Southern California Association of Governments
Report to the California Legislative
March 30, 2007

On February 1, 2007, SCAG has finalized the Draft Regional Housing Needs Assessment (RHNA), 2006 to 2014, and Existing Housing Needs Statement. The Draft RHNA acknowledged a total future construction need of 707,000 units and identified existing housing needs in all 187 cities and 6 counties in the region for the planning period. The determination of regional housing need was consistent with SB 12 statutory objectives and the SCAG Integrated Growth Forecast for transportation planning. The future range of future housing need assigned by the State Department of Housing and Urban Development (HCD) as the region's share of statewide housing need (HCD letter dated 11-30-06). The State HCD range was 687,000 to 737,000 housing units for the 2006 to 2014 housing need was assigned by income group for each jurisdiction and was within the planning period. SCAG will maintain the regional total need throughout the RHNA process so that it is within the HCD range and is consistent with SCAG Integrated Growth forecast.

The RHNA methodology is consistent with the specified objectives in SB 12 that include, among other things, "a determination of the availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities." Each jurisdiction in the region has also received a share of future housing need including an allocation of housing units for low and very low income households that promotes socio-economic equity within each county and across the region. This was achieved through a fair share policy adopted by the SCAG Regional Council which assigns a 110% adjustment of each local government's very low, low, and moderate and above moderate

income group allocation to the countywide income distribution based on the latest census information. This was supplemented by an Existing Housing Needs statement providing each local government with information on households with housing problems such as cost burden and overcrowding by income group and data on special housing needs related to the preservation of assisted housing at risk of conversion to market rate, and information on farm worker housing needs.

Development of the Draft Regional Housing Allocation Plan

The existing and projected housing need for the region was based on the SCAG Integrated Growth Forecast and included the major forecast variables specified in SB 12. In accordance with statutory requirements, this information was transmitted to State HCD for their review and evaluation. Following a consultation with SCAG, State HCD issued a range of future construction need to use in the fourth revision of housing elements in the SCAG region. Key steps and dates in the local input and public review process leading up to the Draft RHNA included:

1. September 28, 2006: This was the date of the first RHNA public hearing;
2. September – October 2006: RHNA Subcommittee formed & completed policy recommendations for forecast/ RHNA. Community, Economic and Human Development committee approved all policy recommendations:
 - Consideration of AB 2158 planning factors in determining and distributing future housing need;
 - Provided Fair Share and Social Equity Policy recommendation to avoid over concentration of households by income group – 110% of the way adjustment toward the county median income distribution and a 3.5% ideal “healthy” market vacancy adjustment applied against future growth except in impacted communities providing a disproportionately high share of lower income housing;

3. October – January 2007: Completed 15 subregional workshops, one more than required under SB 12, including an interactive, long range housing supply and growth test scenario going out to 2035. This was followed by a RHNA exercise for the 2005-2014 period, which included completion of AB 2158 survey forms for use in determining housing need assignments and growth share between cities and unincorporated areas:
- AB 2158 planning factor forms were filled out by 91 cities and 4 counties during the 15 subregional workshops, while every jurisdiction received an advanced subregional workshop packet and maps prior to the scheduled session;
 - 160 sets of comments were filed on the long range test scenario for 2035 growth and housing supply.;
 - Formal and informal Draft RHNA comments were received and reviewed, including 20 comments after the first public hearing, 78 letters and emails received after subregional workshops and 35 comments submitted during the RHNA comment period at the end of each subregional workshop;
 - Follow-up meetings were held with 15 local subregions/jurisdictions following the subregional workshops.
4. January 11, 2007: This was the date for the second RHNA public hearing to receive comments regarding proposed allocation methodology, including use of AB 2158 planning factor forms in determining the Draft RHNA.

As a result of subregional collaboration during the Integrated Growth Allocation process, the Final Allocation Methodology and Draft Housing Need Allocation Plan reflect the following requests from regional partners:

- Incorporation of the OCP 06 projection prepared by CSU-Fullerton Center for Demographic Research (CDR) for Orange County and all its local jurisdictions, adopted by Orange County council of Governments (OCCOG) Board of Directors on November 30, 2006.
- Incorporation of the Riverside County projections prepared by Riverside County Transportation and Land Management Agency, adopted by Western Riverside Council of Governments (WRCOG) Executive Committee on December 4, 2006, and by Coachella Valley Association of Governments (CVAG) Technical Planning Subcommittee on December 19, 2006.
- Incorporation of the RHNA Plan for Ventura County, prepared jointly by county/city Planning Directors and City Managers, adopted by Ventura county Council of Governments (VCOG) Board of Directors on January 9, 2007.
- Incorporation of the collective input provided by San Bernardino Associated Governments (SANBAG) regarding the county totals.
- Accept the collective input provided and coordinated through Imperial Valley Associated Governments (IVAG).
- Evaluate and incorporate, where appropriate, input received individually from local jurisdictions in Los Angeles County.

In mid-January, SCAG forecasting staff and its consultant team reviewed the information/input received from the workshops and conducted an Integrated Growth Forecast hearing to discuss RHNA methodology, further facilitating public participation. Staff scheduled additional meetings with local jurisdictions to discuss their concerns. Before the release of the draft RHNA allocation, staff met individually with over 15 local jurisdictions and subregions to discuss any issues and concerns to the Integrated Growth Forecast. Additionally, staff followed up with each of the 30 cities that did not participate in the subregional workshops, making personal phone calls and mailing a

packet with all the information (e.g. presentations, data, maps, and relevant links) provided at the workshop.

The RHNA appeal and revision filing period began on February 15 and ended on March 16. SCAG received 24 appeals, 5 revision requests and 19 combined appeal and revision requests. The Ventura County Council of Governments accepted delegation and will be administering the appeals process in their County. The cities of Los Angeles and San Fernando are considering delegation.

All appealing jurisdictions were sent a notification of their public appeal hearing. SCAG staff will provide recommendations to the Appeal Board. All appeal hearings will be held between April 25th and 30th. On May 10, 2007, the Appeals Board will make final determinations on all revision requests, appeals and alternative distribution requests. Using the Appeal Board's findings, SCAG will then begin preparing final the final RHNA allocation. This planning, public outreach and deliberative process follows the steps and requirements called for in SB 12. The Final Draft RHNA shall be consistent with the Integrated Growth Forecast used for SCAG transportation planning and the regional total for construction need, by income category, shall be maintained within the State HCD approved range.

Distribution and Delegation of the Draft RHNA

A disc containing Draft RHNA allocation plan was mailed to every City Manager and County Administrative Officer in the SCAG Region. Letters were also sent in response to 68 local governments related to their comments on the proposed RHNA Methodology, the application of the AB 2158 planning factors and other planning considerations. The Regional Housing Needs Assessment web pages have also been overhauled to make them easier to navigate, while also highlighting important topics for local governments.
<http://www.scag.ca.gov/Housing/rhna/index.htm>.

The Ventura County Council of Governments (VCOG) accepted delegation and will be administering the appeals process. The cities of Los Angeles and San Fernando are

considering delegation. The RHNA appeal and revision process will start on February 15th and will run through March 16, 2007. Afterwards, public hearings will be set and the RHNA Appeals Board will make determinations on Draft Allocation Plan adjustments.

Next Steps

The SCAG Regional Council will issue a proposed final allocation plan based on the appeals, revisions and input received at its June 7, 2007 meeting. On July 5th, SCAG will hold a public hearing to adopt the final housing need allocation plan. The following day, July 6, 2007, SCAG plans to submit its final housing need allocation plan to the California Department of Housing and Community Development (HCD). This will mark the end of the planning process and adoption schedule required in SB 12 legislation and existing housing law.

RHNA Housing Need Allocation Plan Timeline: February 2007 – June 2008

Date	Plan
February 1	CEHD and RC approves final integrated forecast with 4 variables and final RHNA methodology and adopts draft RHNA allocation plan.
February 15	Start of the 30-day period for local jurisdiction to request revision and/or to file appeal.
March 16	Last day for jurisdictions to request revision based on AB 2158 factors and/or file appeal based on AB 2158 factors, methodology, or changed circumstances.
March 26	Deadline for SCAG to notify jurisdictions of a public hearing for their appeal (within 10 days of end of filing period).

Date	Plan
March 30	Submit status report to state pursuant to Pilot Program.
April 25 - 30	Public hearings before RHNA Appeals Board held for appealing jurisdictions, and possibly for jurisdictions requesting revision. The hearings will be held between the 30th and 35th days from the date of SCAG's notification.
May 10	End of the appeals process with decisions by Appeals Board rendered on all revision requests and appeals; staff to begin preparing final RHNA allocation. Alternative distribution and transfers may occur until SCAG adopts a final housing need allocation plan.
June 5	SCAG notifies jurisdictions 30 days in advance of the public hearing for the final adoption of the final RHNA allocation.
June 7	SCAG issues a proposed final allocation plan based on appeals and input received. This must occur within 45 days of the end of the appeals filing and hearing process, so the last day technically is June 18.
July 5	SCAG holds a public hearing to adopt the final housing need allocation plan. This must occur within 45 days of issuance of the proposed final allocation plan.
July 6	SCAG submits its final housing need allocation plan to HCD.
September 4	Deadline for final adoption of the Housing Allocation Plan by HCD.

Date	Plan
June 30, 2008 (statutory)	Due date for jurisdictions in the SCAG Region to submit revised Housing Elements to HCD.

March 16, 2007

Building and Safety Division
Jack Phillips, Building Official

Environmental Health Division
Robert Gallagher, Director

Operations Division
Elaine Crandall, Director

Planning Division
Kim Rodriguez, Director

Mr. Hassan Ikhata
SCAG Director of Planning & Policy
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

SUBJECT: RHNA PROGRESS REPORT

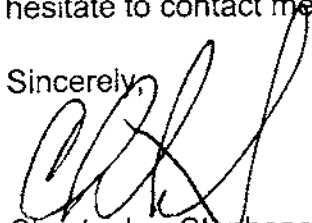
Dear Mr. Ikhata:

This letter is to serve as the Progress Report required under Article VIII of the Delegation Agreement between SCAG and the Ventura Council of Governments. As VCOG staff (either directly through Wally Bobkiewicz or indirectly through staff from the Ventura County Planning Division) has kept in contact with SCAG staff throughout this process, I believe this progress report can be rather brief.

Specifically, over the previous six months, VCOG has worked with its ten member cities and the County of Ventura to develop and adopt its Subregional allocation of housing units for the next RHNA period. The local agency planning directors and then city managers developed and reviewed a number of alternatives. These were presented to the VCOG Board at its January 9th meeting. At that meeting, the VCOG Board adopted a subregional allocation consistent with the Subregional allocation provided by SCAG. Since that time some additional work has been done to clarify and address any concerns or questions raised at the local level. All issues have been satisfactorily addressed and we do not expect any substantive issues to arise in the future.

I hope this provides the summary information you require under the Delegation Agreement. If you have any questions or require additional information, please do not hesitate to contact me at 805-654-2661 or via e-mail at Chris.Stephens@Ventura.org.

Sincerely,



Christopher Stephens, Director

c: Wally Bobkiewicz, VCOG